


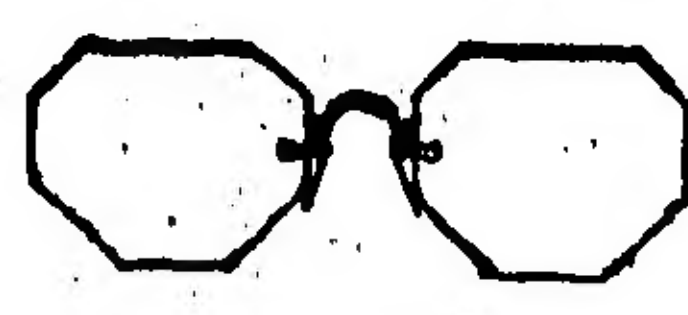
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HOW TO ADJUDGE A PERSON INSANE?

Delusion, Hallucinations, and Illusion.

BANK MURDER TRIAL.

The Chief Justice's Court was again thronged with interested Chinese when the trial of Li Man-pun on a charge of murder was continued this morning.

Evidence was given by Chang Tai-chi, a partner of the Hung Tak Bank, where the murder took place on the morning of May 24. Witness said that he had two sons and two nephews sleeping on the premises. All four were killed. The prisoner was a relative of his and was employed by him before. He first obtained a job for the prisoner at the Wing On Company, but after serving three years there, he took him in his own employment.

He had never seen prisoner acting in an abnormal manner. He had always thought well of him. Prisoner left him to return to the country, where he wanted to practice as a doctor. Prisoner returned and asked him to secure employment for him. He tried but failed and when he informed prisoner of that, the latter looked very very displeased. Witness could give no motive for the crime.

Cross-examined by Mr. Leo d'Almada, jun., counsel for the defence, witness said that he had never heard prisoner being described as "San Kin Man (Crazy Man) by anybody.

A Cook's Escape.

A Chinese constable who went to the premises in response to the cry for help said that he entered the doorway, he found a chopper there. He picked it up and held his revolver in the other hand. He walked to the second floor and when he saw the cook, he levelled his revolver at him. The cook shouted out that he was not the murderer, and witness withdrew his revolver.

The statement made by the prisoner at the time that he was charged read: "I don't know anything about it. I bear them no grudge, so why should I kill them? I know nothing about the matter."

Dr. G. H. Thomas was recalled. In answer to his Lordship he said that he was still of the opinion that the man who was wounded received an effective cut first of all.

Cross-examined by counsel for the defence, witness said that even with a jagged edged knife, a clean cut could be effected.

Willing to Experiment.

Mr. d'Almada: But if you were to draw that chopper across your neck will you have a clean cut?—Yes, and if you like I can make experiments with it and I will show you that the jagged edge will not tear off any flesh.

Witness then drew out of an envelope a chopper which was badly jagged, and informed counsel that he had just this morning experimented with it. He made twenty cuts and every one was beautiful wound! (Laughter).

Mr. d'Almada: Who-on?—A body.

Am I right in saying that you had for some time been in charge of the lunatic asylum?—I was one of the officers there.

Witness went on to say that he had some experience with insane persons. The prisoner remained under his care for eighteen days, and during that time he gave him special attention. He was more particularly concerned with prisoner's mental condition since he knew the circumstances under which prisoner was brought to the hospital.

Grateful Smiles.

Mr. d'Almada: What was the result of your observation?—If I may I would rather give my general impression and I can only say that I could not regard the prisoner as insane. I found him very quiet; he never spoke to me first until I asked him questions. He was a very good patient, and I have learned to appreciate his somewhat grateful smiles whenever I went near him.

Don't you think that he was rather abnormally quiet?—No. "A person may be under obser-

AUSSIES FIELD AT EDINBURGH.

Good Start Made by Scotland.

ALEXANDER 51.

Edinburgh, Yesterday. In their match against the Australians, Scotland won the toss and took first use of the wicket. Alexander showed best form with the bat, scoring 51 and being largely responsible for his side's total of 129—3. Rain again proved a spoiling factor and at the close of play only 129 runs had been scored for the loss of three wickets.

Scotland: 129—3 (Alexander 51).—Reuter.

The Australians played a drawn match with Scotland on July 12 and 13 at Perth in the successful 1921 tour under the captaincy of W. W. Armstrong. H. L. Collins (100) and W. Bardsley (112) reached three figures, and all the others double figures. In the Australian total of 422. A. D. Mitchell (Edinburgh University) and R. W. Stevewright took four wickets for 122 and 126 runs respectively, while T. D. Watt claimed the other two for 63.

Scotland could only muster 165 against the visitors' attack, which was in the hands of Macdonald, Hendry, Ryder, and Mailey, G. C. Campbell (Edinburgh University) scoring 39, and J. A. Fergusson 37. Following on 260 runs in arrears, John Kerr (60, not out) and J. W. Sorrie (18, not out) added 79 in an unbroken partnership for the first wicket, but the value of that partnership was somewhat discounted by the fact that the stock bowlers were not made use of.

HONG KONG'S EVIL.

Mui Tsai Question Raised in Parliament.

London, Yesterday. In the House of Commons at question time Mr. Arthur Henderson, Foreign Secretary, said he was quite prepared to submit to the League of Nations a White Paper in which the difficulty would be emphasised of dealing with the mui tsai system in Hong Kong as long as the buying and selling of slaves was practised in the neighbouring provinces of China.

In the course of a reply in regard to the situation in China, Mr. Henderson said that the efforts to reach a compromise in regard to the Customs at Tientsin appeared to have failed.

He hoped that the situation would permit of detailed proposals in regard to extrajury being communicated to the Chinese Government before long.

Asked whether all countries concerned were prepared to participate, Mr. Henderson said that all were. Negotiations were going on with us and other countries.—Reuter.

vation for a long time and yet would not show signs of insanity?—Yes.

In fact insanity may manifest rarely?—Yes.

And he might, however, be subject to some form of mania or delusions?—Yes.

Morbid Delusions

These delusions are very often of the morbid type?—Yes.

Such delusions might occur only once in a life time, or they might occur after the lapse of many years?—The term "delusion" does not mean sudden. It is something in the mind of a person.

And these delusions might arise in him from a trivial cause?—Yes. Assuming the person to be labouring under a delusion and if that delusion causes him to have a fit of melancholia, would he not be abnormally quiet at times?—Quite likely.

(Continued on Page 4)

EX-PREMIER'S VOTE OF CENSURE.

Safeguarding of Home Markets.

MOTION DEFEATED.

Rugby, Yesterday. Mr. Stanley Baldwin moved a vote of censure on the Government in the House of Commons this evening. The motion declared that the House, believing a return to prosperity could best be promoted by safeguarding the home markets against unfair competition and by expanding the export markets by reciprocal trade agreements with the Empire Overseas, regretted that the Government had reversed the policy of safeguarding instead of extending it, and had arbitrarily excluded from consideration the imposition of duties on foreign foodstuffs devised to obtain equivalent advantages for British manufactures and agriculture in British markets and elsewhere.

Last Chance of Debate.

Mr. Baldwin said that the motion had been put down mainly because it was almost the last chance of a debate before the Imperial Conference. He outlined the policy he would advance at the Imperial Conference and invited Mr. Snowden to state the policy the Government intend to follow.

Mr. Snowden, replying, said that the Government would be no party to food taxes or taxes on raw material or protective duties.

Regarding safeguarding he declared that the opposition could not point in any of safeguarded industries to any market effect.

The Liberal Party opposition to the motion was indicated by Mr. Lloyd George, who supported the attitude taken by the Government.—British Wireless Service.

Another Report.

London, Yesterday. In the House of Commons today Mr. Stanley Baldwin, in moving a vote of censure advocating the safeguarding of the Home market, advocated the creation of a permanent economic council of the Empire, representative of all parts of the Empire, sitting in London uninterruptedly, and financed by all the countries participating. There should be a wide extension of safeguarding and preference in every case for the Dominions.

Protection Opposed.

Mr. Philip Snowden, replying, declared that the Government would enter the Imperial Conference barring no question from discussion, but they would approve of no final conclusion involving food taxation or general protection. They were ready to discuss bulk purchase and import boards, and were ready to adopt a practical plan, but if the consumer suffered such a scheme was foredoomed to failure.

Colonial Interests.

Replying to Major Ormsby Gore (Cons.) Dr. Drummond Shiels stated that the interests of the Colonies, Protectorates and Mandated Territories at the Imperial Conference would be represented by the Secretary of State, who hoped to make some arrangement whereby he would have all necessary assistance.

Motion Defeated.

The House of Commons rejected the motion of censure, the division resulting:—

Against 312
For 241

Majority 71

—Reuter.

COAL MINES BILL.

CONFERENCE ON 'SPREAD OVER' QUESTION LIKELY.

MINERS CONSULTED.

London, Yesterday. Following a meeting with the miners' representatives the Government has suggested to the House of Lords that a conference be held regarding the "spread over" amendment, and expresses the opinion that the reorganisation features in the Bill ought not to be sacrificed if the Lords' standpoint can reasonably be met.—Reuter.

SHIPS SENT TO EGYPT

TO PROTECT LIVES AND PROPERTY.

BRITONS KILLED

PREMIER TO BE RESPONSIBLE.

Rugby, Yesterday. The Prime Minister in the House of Commons today was asked by the leader of the Opposition if he could make a statement regarding Egypt. He said, "As early as June 4, when the present constitutional crisis in Egypt first showed signs of developing, His Majesty's Government instructed the High Commissioner that his attitude must be one of strict neutrality, though consistently with that position it was left to his discretion to remind both parties of the dispute that we at this end were doing all in our power to maintain the good at-



Sir P. Loraine.

mosphere in which the treaty negotiations had terminated.

Sir Percy Loraine made statements in this connection both to King Fuad and to Naha Pasha, who expressed their gratification. Since the formation of the present Government Sir Percy Loraine has made it clear that His Majesty's Government intended to adhere to their attitude of neutrality and non-intervention in what appeared to them to be a purely internal issue for Egyptians themselves to decide.

Deplorable Events.

No other attitude was possible, consistent with the declared intention of His Majesty's Government in 1922, and we shall continue to maintain it to an extent comparable with our international responsibilities. Before the news of the deplorable events in Alexandria had reached London, the High Commissioner had been instructed to make it quite plain that His Majesty's Government did not intend to be used as an instrument for an attack on the Egyptian Constitution. In consequence, they could be no party to the alteration to the electoral law and were precluded by their declaration in 1922 from actual intervention in an internal issue of this nature.

Danger to Britons.

In view of yesterday's events Sir Percy Loraine has been instructed to inform Sidki Pasha that we must hold him responsible for the protection of foreign lives and property in Egypt.

Sir Percy Loraine has also been told to inform Naha Pasha that internal Egyptian difficulties must be solved without endangering foreign lives and interests, and that we shall hold him equally responsible with the Government if foreign lives and interests are endangered.

In the meantime, in view of the menace to foreign life and property in Alexandria, His Majesty's Government have ordered two ships to proceed towards that port.

The two vessels detailed for this duty are the battleships: Queen Elizabeth, flying the flag of Admiral Sir A. E. Chatfield, Commander-in-Chief of Mediterranean Fleet, and Ramilies. They left Skidna, Greece, on July 11th.

HINDENBERG & STEEL HELMETS.

President to Attend the Evacuation Festivities.

MILITARY EXERCISES.

Berlin, Yesterday. President von Hindenburg has won the battle over the Steel Helmets, and has received a promise from members of the Steel Helmets not to carry out military exercises in the Rhineland. The Prussian Ministry of the Interior has decided to cancel the decree dissolving the organisation in the Rhineland. President Hindenburg will now participate in the evacuation celebrations.

Chancellor's Disgust.

The Chancellor, Herr Brüning, abandoned in disgust the debate on the Government's financial programme after the Reichstag had rejected the first two articles thereof. Subsequently an official communique announced that by virtue of Article 48 of the Constitution the President had declared the financial programme law.—Reuter.

President Hindenburg dropped a bombshell in German political life by an announcement that he will not participate in the evacuation celebrations in the Rhineland, as arranged, because the Nationalist Steel Helmet Association is a prohibited organisation in the Rhineland.

Hindenburg informed Doctor Braun, the Socialist Premier of Prussia, who was mainly responsible for the order suppressing the Steel Helmets, that he always considered the suppression "unwarranted and illegal."

andria is 600 miles distant.—British Wireless Service.

Further Details.

London, Yesterday. Mr. Ramsay MacDonald's announcement that ships were being sent to Egypt in view of the menace to foreign lives and property in Alexandria was made in reply to Mr. Stanley Baldwin's request for information.

Mr. MacDonald emphasised that His Majesty's Government's attitude had been one of strict neutrality and non-intervention since the present constitutional crisis in Egypt, which began on June 4 to show signs of developing, and said that that attitude would be continued to an extent compatible with our international responsibility.

In consequence of yesterday's events in Alexandria, Sir Percy Loraine has been instructed to inform the Premier, Sidki Pasha, that we must hold him responsible for the protection of foreign lives and property in Egypt, and also inform Naha Pasha that internal Egyptian difficulties must be solved without endangering foreign lives and interests, and that we shall hold him equally responsible if foreign lives and interests are endangered.

British Warships.

The warships being despatched to Egypt are the battleships Queen Elizabeth and Ramilies.

Trouble Over Bodies.

Alexandria, Yesterday. Thousands of Egyptians stoned the Government Hospital as a protest against the Procurator General's action in forbidding the removal for public burial of corpses of victims of yesterday's rioting until the post mortem had been held. The police, commanded by Fitzpatrick Bay, who was injured in yesterday's rioting, with difficulty restored order. Subsequently when the formalities were completed, the bodies of the victims were handed over to the crowd and carried shoulder high through the main streets without further disorder.—Reuter.

Earlier News.

Cairo, Yesterday. Two Europeans were killed and 12 wounded in yesterday's rioting at Alexandria according to the newspaper Al-Ahram, which also reports that the Government has decided to suspend three Waft Party newspapers.—Reuter.

A communique issued with regard to the suppression of three Waftist newspapers, says that the Alexandria riots were the "culmination of incidents" due to "violence" being encouraged by a "muddy" against the authorities by "Sklidna, Greece, on July 11th."

'INNOCENTS ABROAD' IN COLONY.

Confidence Trick on Simple Woman.

AN EASY DUPE.

Yeung Mui (48), the wife of a District Watchman, who, as such, ought to have known better, was the victim of confidence tricksters in town yesterday.

The well-known bank note trick was played on her by a Chinese man and a small boy who accosted her in Queen's Road Central, near the Ho Tung Building.

The man spoke to Yeung Mui and told her that he and his son were new arrivals here from the country. As they had come here to settle, they had brought all their life's savings with them, and, saying this, he produced a bundle tied in a handkerchief, which he said contained Chinese notes.

Now, they were anxious to change the notes into local money, but did not know where to find a money changer.

The woman remarked that they must have passed a whole row of money changers without noticing them in the block opposite the Central Market, not more than a hundred yards away.

"Unobserving Fool."

The wily man humbly admitted that he was an unobserving fool, and then mentioned that his other difficulty was that he did not know the exchange rate and these heartless money changers might not give him a square deal. Would the kind lady help him out? He would be eternally grateful to her!

Yeung Mui agreed, and the bundle of notes was handed over to her, and the trusting yokel said that he and his son should wait for

SQUALLS AND RAIN.

The Royal Observatory's weather report to-day states: The typhoon is about 350 miles E.S.E. of Shanghai, moving N.W.

A depression remains to the N.W. of Hong Kong. Forecast:—S. winds, fresh; squally; overcast; rain.

The American Consul-General has received the following typhoon warnings from the Manila Observatory:—

Yesterday 5 p.m.—Typhoon or cyclone over or near Naha, moving N.N.E. or N.E.

To-day, 11.15 a.m.—Typhoon in about 127 degrees Long. E., 28 degrees Lat. N., inclining northward.

Rainfall to 10 a.m. to-day 2.19 inches. Rainfall since January 1, 43.51 inches against an average of 45.80.

Temperature and Humidity

The temperature and humidity at certain specified centres this morning at 6 o'clock were:—

| | Temp. | Humid. |
|---------------|-------|--------|
| Hong Kong | 79 | 87 |
| Macao | 77 | 98 |
| Pratas Island | 82 | 87 |
| Manila | 79 | 90 |
| Foochow | 83 | 87 |
| Amoy | 81 | 87 |
| Swatow | 82 | 86 |
| Chefoo | 74 | 92 |
| Shanghai | 77 | 100 |

her under the verandah of the Ho Tung Building.

After the woman had gone a few paces the yokel called her back. He told her very politely that he would not dream of offending such a kindly soul as she, but after all, they were strangers, and he suggested that she should show her honesty by leaving some of her jewellery with him as a guarantee for the money.

The woman's pride was touched and she promptly handed over her jewellery to the value of \$90.

Then she proceeded to the money changer's, the man and boy squatting on the pavement to wait for her.

Shock of Her Life.

At the money changer's she got the shock of her life when, on opening the parcel, she found that it contained nothing more valuable than waste paper. She rushed back to Ho Tung Building, but, of course, she could find no trace of the yokel and his son. Then, a sorry but wise woman, she took

ADVENTURES OF LAUNCH OWNER.

Victim of Strike and Boycott.

COMMANDEERED BY CANTON

The misfortunes of a Chinese launch owner in Yau-mat, principally due to the boycott and strike of 1925, and subsequent Civil War in South China were outlined in the Bankruptcy Court this morning.

In making an application for adjudication before Mr. Justice J. R. Wood, it was stated that debtor's assets consisted of only a launch.

The creditors had expressed a wish that an outside trustee be appointed, with power to charter the vessel. The question of security was raised, and the Official Receiver asked whether His Lordship would consider it necessary to make an order that the launch should not ply outside the waters of the Colony, and should remain under the jurisdiction of the Court.

The launch, it was stated, was worth about \$6,000. It was proposed to charter it at from \$500 to \$600 per month, and possibly to sell it after one year, when there was a possibility that 100 per cent. might be paid.

His Lordship made the order, with a proviso that security from the trustee amount to not less than \$8,000, and to be to the satisfaction of the Official Receiver. The proviso as to plying within the Colony's waters he thought not necessary formally to direct.

A Chequered Career.

In the public examination that followed, debtor said that he started business as a grocer about 20 years ago. His capital was \$3,000, and he had one or two partners.

Later, this business lapsed to some extent, and his partners retired. About 11 years ago he went into business as a launch owner. His first launch cost him between \$7,000 and \$8,000. In 1922 the boat sank, and was later salvaged and sold for only \$800. A year or two later he built another launch at a cost of \$18,000, part of which was borrowed money. He did fairly well for a while, until in February, 1926, the launch was captured by pirates near Canton.

Expensive Assistance!

Local soldiers recovered it the same day, but his total expenses in connection with its recovery were in the neighbourhood of \$7,000, and with the business lost, about \$10,000 in all. All this money he had to borrow, and arrange to pay back from subsequent profits.

Another misfortune was to follow. On May 10 of the same year, strikers detained his launch in Canton. He was charged with trading with Hong Kong, and fined \$3,000. His launch was also detained for several months.

When he got the launch back he went on the Kowloon run, and lost \$7,000, a similar amount having to be paid to a shipyard for repairs and rebuilding.

Crowning Misfortune.

The crowning misfortune was when the launch was "commandeered" by General Wong Shui-hung, who, debtor alleged, used the launch for five months, and finally returned it to him with a payment of \$200 for the period.

Since that time he had done no business, and the vessel was lying idle at Yau-mat.

The Official Receiver, after the examination, intimated that the man seemed to have been unfortunate in his adventures. He thought he had been quite straightforward about his affairs.

His Lordship agreed, and closed the examination.

KOWLOON FIRM VICTIMISED.

In a report to the Police Wat Tal-cho, secretary of the Hong Cheung compradore's shop, of 66, Nathan Road, Kowloon, alleged that between April 29, and July 16, a foki who had from time to time been entrusted with money to come over to Hong Kong to buy provisions, had constantly obtained the "goods" from wholesale dealers on long credit and pocketed the money. Now that payment has become due on the goods, the foki has absconded, and the shop defrauded to the extent of \$758.63.

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GOVERNMENT NOTICES

G. R.

PUBLIC AUCTION.

PARTICULARS & CONDITIONS
of the Sale by Public Auction to be held on MONDAY, the 21st day of July, 1930, at 3 p.m., at the Offices of the Public Works Department, by Order of His Excellency the Governor, of one Lot of Crown Land at Shamshui, in the Colony of Hong Kong, for a term of 75 years, commencing from 1st July, 1898, with the option of renewal at a Crown Rent to be fixed by the Surveyor of His Majesty the King, for one further term of 21 years less three days.

PARTICULARS OF THE LOT.

| No. of Sale | Registry No. | Locality | Boundary Measurements | Contents in Acres | Annual Rental | Upset Price |
|-------------|--------------|---------------------|--------------------------------|-------------------|---------------|-------------|
| 1 | 10,138 | Chung sha Wan Road. | N. S. E. W. ft. ft. ft. ft. | About 10.248 | 10,248 | 1,000 |

G. R.

PUBLIC AUCTION.

PARTICULARS & CONDITIONS
of the Sale by Public Auction to be held on MONDAY, the 21st day of July, 1930, at 3 p.m., at the Offices of the Public Works Department, by Order of His Excellency the Governor, of one Lot of Crown Land at Prince Edward Road, in the Colony of Hong Kong, for a term of 75 years, with the option of renewal at a Crown Rent to be fixed by the Surveyor of His Majesty the King, for one further term of 75 years.

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| 1 | 10,138 | Chung sha Wan Road. | N. S. E. W. ft. ft. ft. ft. | About 10.248 | 10,248 | 1,000 |

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Chairs, Sideboards with Bevelled
Mirrors, Dinner Waggon, Ice
Chests, Dinner Crockery, Glass
Ware, Kitchen Utensils, Stoves,
etc.

Teak and Brass Bedsteads,
Wardrobes with Bevelled Mirrors,
Dressing Tables, Chest of Draw-
ers, Enamelled Bath, Porcelain
Basin, Bookcases, etc.

A Quantity of
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Including:—
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1 7-Seater Studebaker Limousine.
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17, 1930.
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Auctioneers.
Hong Kong, July 14, 1930.

GOLD OR SILVER?

CONSIDERED LONDON
VIEW.

CHINA'S PROBLEM.

In an article on recent gold standard developments, the Midland Bank Monthly Review, referring to conditions in Asia, says: To complete our survey, we may now pass to the East, where a pronounced movement is taking place away from silver towards gold. Before mentioning more recent changes, however, it may be noticed that Japan, whose post-war return to the gold standard was delayed by a series of natural and other catastrophes, finally achieved in January the world-wide objective of monetary reconstruction. More recently, the gold basis has been adopted in place of a silver standard in French Indo-China. This step, which had been in contemplation for some time, was hastened by the marked decline in the price of silver. About the middle of January the piastre was finally stabilised at a nominal value of ten francs, so that the parity with sterling is now approximately 12.42 piastres to one pound. The silver reserve in the hands of the Bank of Indo-China, which enjoys a monopoly of note issue, has been converted into gold assets, and the monetary system consists of a somewhat peculiar combination of the general principles of gold bullion and gold exchange standards.

Persia and China. Whereas in French Indo-China the removal to gold has been actually accomplished, in the other two countries to be mentioned, Persia and China, only preliminary steps have yet been taken. In Persia the Government has already begun the preparatory work of exchange stabilisation, the ultimate aim being the inauguration of some form of gold standard, presumably of the gold exchange type, in place of the silver unit hitherto in use. The projected new unit is the "riyal," twenty of which are intended to rank at parity with the pound. Here too, then, the recent heavy depreciation of silver has hastened the process of universalisation of the gold standard. Meanwhile, an agreement has recently been reached between the Government and the Imperial Bank of Persia under which the Bank of Persia surrenders its monopoly right of note issue, originally granted in 1889. The agreement is to take effect in about a year's time, and silver reserves in the hands of the Bank are to be transferred to the Government.

In China the proposals for conversion to gold are far more visionary, in view of the general political and social conditions of the general political and social conditions of that vast and by no means unified country. Early in 1929 a commission of experts headed by Professor Kemmerer, began a thorough examination of China's finances, and towards the end of the year a report on monetary affairs was presented to the Nationalist Government. Generally speaking, the opinion is held that the plan put forward, considered as a cohesive whole, projects too far into the future, in view of the surrounding conditions, to possess any immediate practical importance. It would serve no useful purpose, therefore, to consider it in great detail. Briefly, however, the experts advocate "the replacement of the present confused currencies by a uniform and nation-wide currency system and the introduction of the gold standard."

China's New Unit. It is pointed out that China is now the only important country on a silver standard, and that in consequence the trade and finance of the country bear the full brunt of the wide fluctuations in the value of silver. Accordingly, a new unit, the "sun," is recommended, with a gold content which makes the parity 40 per cent. of the United States dollar, or 193.4. This unit was chosen as being roughly equal to the gold value of the silver dollars now circulating in most parts of China. The monetary system recommended is highly complex, having been designed to meet China's peculiar conditions, but in essence it consists of a gold exchange standard. This ultimate objective must, even in favourable conditions, require a long time for its full accomplishment. Meanwhile, however, the Nationalist Government has announced its acceptance of the Commission's recommendations, while at the middle of May it prohibited the export of gold from China and the import of foreign silver coins.

These various changes, actual and prospective, which have taken us in spirit over widely separated parts of the world, are interesting for their own sake, particularly to anyone concerned in monetary mechanics. They are of economic significance, because they indicate that the world is rapidly approaching something like complete

PHILIPPINE GOLD.

AGE-OLD TRADING WITH
CHINA.

WELL-GUARDED SECRET.

Chinese writings as far back as the third century establish the fact that gold was the chief product of Luzon at that time, and it is well known that before Magellan's arrival commerce was carried on with China, the Philippines paying for silks and other manufactured goods with gold, dyewoods and edible birds' nests. The leading gold producing districts of that far-off period were in fact, the same as those which yield the most to-day.

Reticent Natives.

The Igorots who inhabit Abra, Ilocos, Lepanto and Benguet, are extraordinarily reticent about their gold mining. About two hundred years ago Morga wrote that the "Ygolotes" would not permit the Spaniards access to the mines. Even Semper, who stood on intimate terms with the Filipinos, was not allowed to visit any gold mines in the Cordillera Central.

A Briton of long residence in Northern Luzon, who had handled much Igorot gold commercially, stated some years ago that no outsiders of any race were permitted to visit the quartz mines or even to prospect for quartz, though such were sometimes allowed to wash gravel in the streams of the Agno and the Abra river basins.

This concession was probably a sign that the Igorots considered such gruel pretty well exhausted. It is certain that those indefatigable explorers and prospectors, the Spaniards, began early to take a hand in the mining industry. After Don Juan Salcedo had conquered the province of Laguna in 1572 he heard of some enormously rich mines on the Pacific Coast of Luzon and set out in their quest. After extreme hardships he arrived at the place called Paracale and convinced himself of the richness of the deposits being worked by the natives.

Mexican Methods.

Spaniards coming from Mexico early settled in Camarines Norte and brought with them the Mexican methods of treating the ore which are practised there. In 1643 the crown levied a royalty of a fifth, which was later reduced to a tenth. In 1609 the reduced royalty yielded \$10,000 annually, and Gemelli Carreri learned from the Governor at Manila that the product was \$200,000, which is a reasonable figure, since such a royalty was sure to be evaded in large measure.

Before the advent of the Spaniards in the Philippines the gold won by natives found its way into China, through the medium of Chinese traders who visited these shores in their junks. The mining sections close to the sea coast were also favourite raiding grounds for hordes of Moro pirates, attracted thither by the gold.

PRIEST'S CHALLENGE

DISSUADED FROM DUEL WITH TOWN PRESIDENT.

The Rev. Father Maximino Manuguid, parish priest of Mabalanat, Pampanga, Philippine Islands, was briefly detained by the provincial commander of constabulary in Pampanga recently in connection with a letter sent to the president of the town, Jose Sionpongo, challenging him to a duel and giving him the choice of weapons, time and place. After Captain Paciano Tanco, provincial commander, had informed the priest that he would be held until he had abandoned his plan to carry out the duel the priest wrote a second letter, retracting his challenge. Thereupon Captain Tanco released him.

It appears that several days ago the president prohibited a procession from being held under the auspices of the church on the ground that the priest had failed to secure the necessary permit. This action by the town president caused the priest to pen his challenge.

The town president turned the letter over to Captain Tanco. The provincial commander sent out soldiers to bring the priest to him but the clergyman could not be located. However, later in the morning, he appeared before Captain Tanco.

CIVIL WAR.

NANKING CLAIMS MORE
SUCCESSES.

CASUALTIES HEAVY.

Shanghai, Yesterday. It is officially announced from Hanchowfu that the Government gained a decisive victory over the Kuomintang forces in the vicinity of Houcheng, northward of the Lunghai railway, on July 13, after a battle lasting twelve hours, when the Northerners retreated in disorder. Casualties were heavy on both sides.

Chiang Kai-shek personally directed the operations of the Government troops.

Another communique from Hanchowfu states that Government forces along the Kiatsoi railway have reached a point ten miles eastward of Tsinan. Their swift advance is due to the defeat and retreat of the Shansi main units. Government forces are now rushing from Chowsun to reinforce the vanguards preparatory to a siege of Tsinan.

Ho Yac-tsu, the Governor-Commander-in-Chief on the Tientsin-Pukow railway front, returned to Hanchowfu from the front yesterday with Yang Chi-ch who is Chiang Kai-shek's Chief of Staff, and declared that the railway region southward of Tsinan is now clear of the enemy.—Reuter.

Phrenologist: Ah, madam, I can tell by the bumps on your son's head that he will some day be a great chauffeur. He has got the punctured-tire bump, the cobblestone-in-the-road bump, the run-into-a-car bump, and has absolutely no bump of common-sense whatever."

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| KOREA MARU | Wednesday, 6th August. |
| LONDON, MANCHESTER, ANTWERP, ROTTERDAM via Singapore, Penang, Colombo, Suez. | |
| HAKUSAN MARU | Saturday, 26th July, at 7 a.m. |
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| KITANO MARU | Tuesday, 10th August. |
| BOMBAY via Singapore, Penang, & Colombo. | |
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| TAMBA MARU | Monday, 11th August. |
| SOUTH AMERICA (West Coast) via Japan, Honolulu, Los Angeles, Mexico & Panama. | |
| RAKUYO MARU | Monday, 28th July. |
| SOUTH AMERICA (East Coast) via Singapore, Cape Town & Ports. | |
| BINGO MARU | Wednesday, 6th August. |
| NEW YORK, BOSTON via Panama. | |
| ATAGO MARU | Saturday, 2nd August. |
| LIVERPOOL via Port Said, Suez, Constantinople, Genoa. | |
| DELTA MARU | Monday, 11th August. |
| CALCUTTA via Singapore, Penang & Rangoon. | |
| YAMAGATA MARU | Tuesday, 29th July. |
| SHANGHAI, KOBE & YOKOHAMA. | |
| LYONS MARU | Friday, 18th July. |
| MORIOKA MARU (Maji direct) | Saturday, 19th July. |
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| RIO DE JANEIRO, SANTOS & BUENOS AIRES—Via Saigon, Singapore, Colombo, Durban & Cape Town. | |
| MONTEVIDEO MARU | Friday, 18th July. |
| LA PLATA MARU | Friday, 20th August. |
| BOMBAY—Via Singapore & Colombo. | |
| BORNEO MARU | Saturday, 19th July. |
| SHUNKO MARU | Sunday, 3rd August. |
| DURBAN, LOURENCO MARQUES, BEIRA, DAR-ES-SALAAM, ZANZIBAR & MOMBASA—Via Singapore & Colombo. | |
| CANADA MARU | Wednesday, 6th August. |
| MEXICO MARU | Friday, 26th September. |
| CALCUTTA—Via Singapore, Penang & Rangoon. | |
| SEATTLE MARU | Friday, 18th July. |
| HIMALAYA MARU | Friday, 1st August. |
| VICTORIA, SEATTLE, TACOMA & VANCOUVER—Via Japan Ports from Shanghai. | |
| ARIZONA MARU (from S'hal) | Sunday, 17th August. |
| MELBOURNE—Via Manila, Brisbane & Sydney. | |
| HAIPHONG—Via Hobei & Peking. | |
| MENADO MARU | Thursday, 26th July. |
| NEW YORK—Via Japan ports & Panama. | |
| JAPAN PORTS. | |
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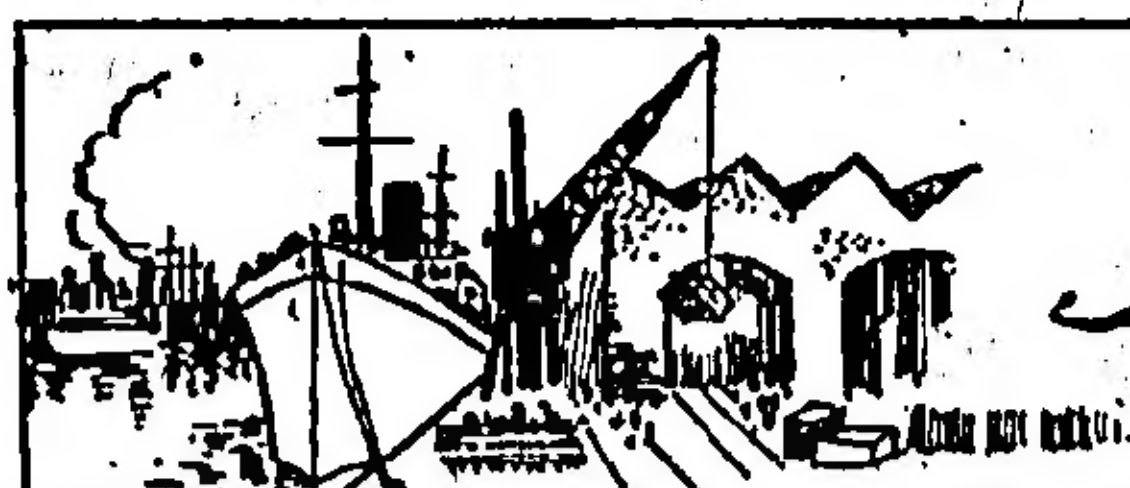
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Shipping Intelligence.

TO VISIT COLONY.

FIFTY CALIFORNIANS DUE HERE ON JULY 21.

Under the direction of the D. F. Robertson Travel Bureau, Los Angeles, California, a party of fifty Californians are due to arrive at Hong Kong on July 21, on the Motor Vessel, Chichibu Maru. Among her passengers are:—Mr. Henry S. Patten, a millionaire lumberman; Captain Paul E. Flammer, formerly Chief of Police of Los Angeles; Dr. Gaylord, the pastor of the Church of the Messiah, one of Los Angeles largest churches; Mr. Harry T. Thomson, an official of Barker Brothers, the largest furniture store.

MOTOR BOATS.

MORE STANDARD VESSELS.

Perhaps the most marked feature of the motor-boat industry is the great growth in the practice of "standardization"—i.e., the manufacture of a class of vessels from one design.

The advantages accruing to both the manufacturer and the purchaser are as obvious as with other articles. They may be summarized briefly by saying that the application whenever possible of multiple-production methods cheapens the cost of manufacture and therefore reduces the selling price, while the purchaser further benefits, particularly if he be a novice, from the knowledge that he possesses an article of established reputation. In addition, it is reasonable to expect that the second-hand price of a standard vessel (so long as it has been properly cared for) is likely on the whole to be higher than that of a boat of similar value which was built to meet the purely personal views of the owner.

Increased Power. One of the factors which has most encouraged the standardization of small crafts is the much increased power, performance, and reliability of the outboard motor. Racing boats and the smaller sort of speed-boat were the first to benefit, and in consequence to expand in popularity. But now it is the turn of the cruiser. Various types of little vessels, with just enough length for a cabin for two persons and a cockpit, have been placed on the market, and bought.

There are drawbacks to the use of the detachable motor, however, and as the size of the vessel increases these short-comings become more pronounced. But until a certain length is reached the space in a small cruiser is too valuable for much of it to be devoted to a full inboard installation. Many little vessels now on the market, therefore, illustrate an interesting compromise, for while the motor is of the inboard type the actual driving gear is of outboard pattern, and this enables the motor to be placed right aft, where space can best be spared.

The experiments in small craft are always instructive because they often foreshadow developments in much larger vessels; and certainly the practice of standardization is increasing at a remarkable rate. For example, Messrs. James A. Silver, of Rosneath, whose "Brown Owl" type cruisers are very well known, have begun the production of a much larger type, to be known as the "Silver Wings." These vessels are to have a length of 60 feet, and a beam of over 12 feet. They will be equipped with two 60 h.p. four-cylinder Gleniffer motors. These engines are of the high-speed Diesel type.

Steel Construction. In view of the interest now being shown in the possibilities of steel construction for vessels of small and moderate tonnage, a new standard vessel now being manufactured in Holland is of additional interest. This is a vessel 50 feet long of 12 feet beam, of steel construction throughout, costing £2,000. This sum provides only for the fitting of a relatively inexpensive petrol motor, while most British owners might prefer a twin installation of oil engines.

A smaller though otherwise somewhat similar steel-built class is also under construction. This is a British product, the plans having been prepared by Messrs. A. E. Martin. The length is 45ft. 6in. and the beam 13ft. the vessel being designed to sleep six persons in the cabins, while three more may be temporarily accommodated. The price of this vessel is about the same as that of the foreign-built craft above-mentioned. But it is to be noticed that the British vessel

is a twin-screw, the power being supplied by two 30 b.h.p. Dorman petrol-paraffin motors.

The preference for twin-screws in all but the smallest craft is becoming very marked. The Hyland Company, for example, have adopted twin-screw installations in their newest 36ft. standard cruiser. The accommodation plan of this model is an interesting example of the maximum economical use of space. The engines are under a bridge-deck, which, in turn, is covered in with a deckhouse. Aft the bridge-deck is a two-berth state-room. Right forward in the vessel is another two-berth cabin, while abaft this is a compartment having the galley to port and the lavatory to starboard. This compartment opens into the main saloon, which may also be reached by ladder from the bridge-deck. The price of this vessel fully equipped is £975.

The standardization of cruising vessels appears everywhere to be a successful experiment, although a little time must be allowed before the manufacturers may expect to reap the reward merited by their enterprise. The standardization of other and smaller types of speed-boats and day boats has, of course, proceeded much more rapidly because they present fewer and less important problems of design. Between them the manufacturers have covered the ground very thoroughly, and all types which are suited to a particular purpose or for general use have now been standardized, so that no prospective owner need experience difficulty or delay in securing delivery, ready-for-use, of the boat he needs.

SHIPS SENT TO EGYPT.

(Continued from Page 1.)

the manner in which certain newspapers reported the incidents, and praised the participants.

The Minister of the Interior is empowered to suppress any other paper attempting to replace those suppressed.—Reuter.

London, Yesterday. In the House of Commons, Mr. Ramsay MacDonald announced that two warships had been sent to Egypt, and the Egyptian Government had been warned by the High Commissioner on behalf of His Majesty's Government.—Reuter.

Alexandria, Yesterday. The serious riots which developed out of a demonstration of sympathy for the victims in the recent trouble at Mansourah and Bilbeli quietened down in the evening.

Two senior police officers were wounded in the day's rioting, including the Commandant, and also many other ranks from the police and soldiers.

It is understood that 17 rioters were killed and 180 injured.

It is officially announced that the casualties in yesterday's rioting included one Italian dead and eight other Europeans wounded. A post mortem examination showed that the Italian died of heart failure, although he was knocked on the head. Thirteen natives were killed, and forty-eight wounded and sent to hospital. Sixty-five were slightly hurt.

Ten men in the Government forces were sent to hospital, thirty-nine being slightly injured.

There were 147 arrests, all the arrested persons being rifled and boys, except one educated Egyptian. All is quiet at present. Many shops are closed, and police and soldiers are stationed at strategic points.—Reuter.

EASTERN PORTS

DETAILS OF EPIDEMIC DISEASES.

The health bulletin of Eastern ports for the week ended July 5, issued by the Director of Medical and Sanitary Services gives the following cases:—

| | |
|--------------------------------|--|
| Plague | |
| Tamnatave: 1 case. | |
| Alexandria: 8 cases, 2 deaths. | |
| Bagdad: 10 cases, 5 deaths. | |
| Cholera | |
| Calcutta: 31 cases, 54 deaths. | |
| Rangoon: 1 case, 1 death. | |
| Poon-Poon: 9 cases, 6 deaths. | |
| Saigon: 7 cases, 3 deaths. | |
| Small-pox | |
| Kamarant: 1 death. | |
| Bombay: 17 cases, 13 deaths. | |
| Calcutta: 27 cases, 17 deaths. | |
| Madras: 6 cases, 4 deaths. | |
| Moulmein: 4 cases, 3 deaths. | |
| Rangoon: 2 cases. | |
| Penang: 1 case, 1 death. | |
| Batavia: 3 cases, 3 deaths. | |
| Typhus | |
| Alexandria: 1 case. | |

DUNBAR CASTLE.

NEW UNION-CASTLE LINER.

Tilbury, May 23. The new Union-Castle liner Dunbar Castle arrived here to-day from the Clyde to take up her station in her owners' intermediate service to South and East African ports.

With a length of 470 feet between perpendiculars and a beam of 61 feet, the Dunbar Castle is a twin-screw passenger and cargo motor vessel of just over 10,000 tons gross register. She has accommodation for nearly 200 first-class and about 260 third-class passengers, and open-berth space for 100 passengers can be fitted up when required. The first-class passengers are carried amidships on the bridge and upper decks in cabins for one, two, and three persons, all having hot and cold running water and punkah louvre ventilation. The third-class cabins are aft on the upper and main decks. The first-class public rooms on the promenade deck include a smoking-room and a lounge, connected by a passage, and an unusual feature is a large verandah, specially arranged for dancing, which opens forward out of the lounge. The decoration of these rooms has been kept simple and restful in style, the lounge being modelled on a country vicarage parlour with casement windows, printed linen curtains and valances, and deep window seats, while the smoking-room is in the old oak and stone of the Cotswold country, with bay windows and old settles along the walls. The dining saloon on the upper deck is in Georgian style, painted old ivory, with a central raised dome and musicians' gallery. Third-class passengers have a lounge and smoking-room on the promenade deck and a dining saloon on the main deck, all finished in a style which compares well with the second-class accommodation provided in many ships.

WATER LEVELS.

ON WEST, NORTH AND EAST RIVERS.

The following table, issued by the Kwangtung River Conservancy Commission, shows in English feet the water levels on the West River, North River and East River, on the dates named:

| | July 14 | July 15 |
|-----------|---------|---------|
| Shiuhing | 5.2 | 5.2 |
| Tsingyuen | 2.2 | 1.9 |
| Samsui | 1.2 | 0.4 |
| Sheldung | 1.2 | 0.4 |

The highest levels on record are:—Shiuhing, 41 feet; Tsingyuen, 29.2 feet; Samsui, 27.3 feet; Sheldung 15.5 feet.

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| Empress of Asia | Aug. 20 | Aug. 23 | Aug. 26 | Aug. 28 | Sept. 6 |
| Empress of Canada | Sept. 4 | Sept. 7 | Sept. 9 | Sept. 11 | Sept. 19 |
| Empress of Russia | Sept. 17 | Sept. 20 | Sept. 23 | Sept. 25 | Oct. 4 |
| Empress of Japan | Oct. 2 | Oct. 5 | Oct. 7 | Oct. 9 | Oct. 17 |
| Empress of Asia | Oct. 15 | Oct. 18 | Oct. 21 | Oct. 23 | Nov. 1 |
| Empress of Canada | Oct. 30 | Nov. 2 | Nov. 4 | Nov. 6 | Nov. 14 |
| Empress of Russia | Nov. 12 | Nov. 15 | Nov. 18 | Nov. 20 | Nov. 29 |
| Empress of Japan | Nov. 27 | Nov. 30 | Dec. 2 | Dec. 4 | Dec. 12 |
| Empress of Asia | Dec. 10 | Dec. 13 | Dec. 16 | Dec. 18 | Dec. 27 |
| Empress of Canada | Dec. 23 | Dec. 26 | Dec. 28 | Dec. 30 | Jan. 9 |
| Empress of Russia | Jan. 7 | Jan. 10 | Jan. 13 | Jan. 15 | Jan. 24 |
| Empress of Japan | Jan. 20 | Jan. 23 | Jan. 26 | Jan. 28 | Feb. 7 |
| Empress of Asia | Feb. 3 | Feb. 6 | Feb. 9 | Feb. 11 | Feb. 20 |

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TUES. 22nd

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| *JEYPORE | 5,318 | 28th July | Marseilles, London, Hull, Hamburg, Rotterdam & Antwerp. |
| *KALYAN | 9,144 | 2nd Aug. | Marseilles, London, Hull, Rotterdam & Antwerp. |
| RAJPUTANA | 16,568 | 16th Aug. | Bombay, Marseilles & London. |
| *KIDDERPORE | 5,334 | 19th Aug. | Straits, Colombo, Bombay & Karachi. |
| *KASHMIR | 5,935 | 30th Aug. | Marseilles, London, Hull, Rotterdam & Antwerp. |
| MANTUA | 10,946 | 13th Sept. | Bombay, Marseilles & London. |
| *KASHGAR | 9,005 | 27th Sept. | Marseilles, London, Hull, Rotterdam & Antwerp. |

* Cargo only. † Calls Cutchabina.
Frequent connection from Port Said for Passengers and Cargo to
Constantinople, Piræus, Smyrna and other Levant Ports by steamers of the
Khedivial Mail Steamship Co.

BRITISH INDIA-APCAR SAILINGS.

| TAKLIWA | 7,036 | 18th July 3 p.m. | Singapore, Penang & Calcutta. |
|---------|--------|---------------------|-------------------------------|
| TILAWA | 10,000 | 18th Aug. | Singapore, Penang & Calcutta. |
| TALAMBA | 8,918 | 19th Aug. | Singapore, Penang & Calcutta. |
| TALMA | 10,000 | 31st Aug. | Singapore, Penang & Calcutta. |

B.I. Apcar Line steamers have excellent accommodation for 1st
and 2nd class passengers. All steamers are fitted with wireless and
carry a qualified surgeon.

EASTERN & AUSTRALIAN SAILINGS (South).

| NELLORE | 6,853 | 3rd Aug. | Manila, Thursday Island, Townsville, |
|------------|-------|----------|--------------------------------------|
| TANDA | 6,958 | 5th Aug. | Brisbane, Sydney & Melbourne. |
| ST. ALBANS | 4,500 | 3rd Oct. | |

Regular monthly sailings from Hong Kong to Japan and Hong Kong
to Australia.

The E. & A. S.S. Co., Ltd., steamers will also call at Shanghai, Iloilo,
Cebu, Kolambagan, Tawao, Timor, Darwin, or other ports en route as in-
dicated on the schedule.

Frequent connections from Australia with the following:—
The Union S.S. Company's steamers to the United Kingdom via New
Zealand, Vancouver, San Francisco, etc.

The P. & O. Royal Mail steamers to London via Suez Canal.

The P. & O. Branch service of steamers to London via the Cape.

The New Zealand Shipping Company's steamers for Southampton and
London via Panama Canal.

SAILINGS TO SHANGHAI & JAPAN.

| RAJPUTANA | 16,568 | 16th July 6 a.m. | Shanghai, Kobe & Yokohama. |
|------------|-----------|---------------------|----------------------------------|
| TILAWA | 10,000 | 24th July | Shanghai, Moji, Kobe & Osaka. |
| KASHMIR | 5,935 | 1st Aug. | Amoy, Moji, Kobe & Yokohama. |
| TALAMBA | 8,918 | 2nd Aug. | Amoy, Moji, Kobe & Yokohama. |
| *BORDA | 9,018 | 3rd Aug. | Shanghai & Kobe. |
| TALMA | 10,000 | 10th Aug. | Amoy, Moji, Kobe & Osaka. |
| MANTUA | 10,946 | 15th Aug. | Shanghai, Moji, Kobe & Yokohama. |
| *KASHGAR | 9,005 | 28th Aug. | Shanghai, Moji, Kobe & Yokohama. |
| *DIRIMA | 10,980 | 31st Aug. | Shanghai & Kobe. |
| *NAGPORE | 5,283 | 12th Sept. | Shanghai, Moji, Kobe & Yokohama. |
| KHYBER | 9,114 | 20th Sept. | Shanghai, Moji, Kobe & Yokohama. |
| MOREA | 10,954 | 10th Oct. | Shanghai, Moji, Kobe & Yokohama. |
| KARMALA | 9,128 | 19th Oct. | Shanghai, Moji, Kobe & Yokohama. |
| MACEDONIA | 11,120 | 24th Oct. | Shanghai, Moji, Kobe & Yokohama. |
| *BANALA | 27th Oct. | Shanghai & Kobe. | |
| RAWALPINDI | 16,619 | 7th Nov. | Shanghai, Moji, Kobe & Yokohama. |
| KALYAN | 9,144 | 22nd Nov. | Shanghai, Moji, Kobe & Yokohama. |
| RANCHI | 16,650 | 6th Dec. | Shanghai, Moji, Kobe & Yokohama. |
| KASHMIR | 5,885 | 20th Dec. | Shanghai, Moji, Kobe & Yokohama. |

* Cargo only.

All dates are approximate and subject to alteration without notice.

WIRELESS TELEGRAPHY FITTED ON ALL STEAMERS.

Passengers for Rangoon must defray their own Hotel expenses at
Singapore while awaiting the on-carrying steamer.

All Cabins are fitted with Electric Fans free of charge.

Steamers on London and Australian Lines are fitted with Laundries.

Parcels measuring not more than 2½ ft. x 2 ft. x 1 ft. will be received
at the Company's Office up to Noon on the day previous to sailing.

For further information, Passage, Freight, Handbooks, etc., apply to—
MACKINNON, MACKENZIE & CO.,
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THE KWONG HIP LUNG CO. LTD.

ENGINEERS and SHIPBUILDERS, BOILER MAKERS, BRASS and
IRON FOUNDERS. All work done in this establishment is guaranteed.
We have over thirty years' experience. We own two Slipways and can
accommodate any craft of 200 feet long.
Town Office: 64, Connaught Road Central, Hong Kong. Tel. 20459.
Shipyard: Sham Shui Po, Kowloon, Hong Kong. Kowloon Tel. 57009.
Estimates furnished on application.
Hong Kong, April 1924.

LUMBER FREIGHT.

STEAMSHIP LINES TURN DOWN
PLEA FOR CUT.

Manila, July 9.
The petition of Philippine lum-
ber manufacturers for a reduction
in freight rates as a means of
counteracting the effects of de-
clining prices and mounting
stocks has been denied by the
Associated Steamship Company
and affiliated steamship lines.
The lumber people, through the
Philippine Hardwood Export As-
sociation, urged that a revision of
existing schedules be made, par-
ticularly on bottoms operating be-
tween the Philippines and Aus-
tralia. The reason given was
that the rates were promulgated
many years ago when lumber was
getting good prices in world mar-
kets.

W. W. Harris, president of the
Philippine Hardwood Export As-
sociation, declared yesterday that
the present freight rates are en-
tirely too high for existing con-
ditions. He said that while Ameri-
can exporters pay \$12 per thou-
sand board feet between San
Francisco and Australia, local
lumber men exporting to Aus-
tralia pay 75 shillings per thousand
board feet or about \$18. Lumber
shipped from here to the United
Kingdom is charged a freight rate
of 87 shillings and six pence,
which is equivalent to about \$22
per thousand board feet.

In denying the petition of the
lumber exporters, the steamship
companies concerned took the
position that any decrease in com-
modity prices should be borne by
the manufacturers themselves.

According to Mr. Harris, steam-
ship companies operating be-
tween the Philippines and the
United States recently granted a
ten per cent. reduction in freight
rates on lumber exported from the
Philippines to American markets.
European bottoms, however, have
refused to make any cuts, he
stated.

Local lumber men are watching
with keen interest the progress
of hearings being conducted by
the Federal Trade Commission on
the Pacific Coast relative to the
lifting of the ban against the use
of the old trade-name "Philip-
pine mahogany." The associa-
tion here urged that the prohibi-
tion be lifted on the ground that
Philippine lumber has been mar-
ket under this name for the
past twenty years and that in
dropping the name, twenty years
of advertising value would be
lost.—Manila Bulletin.

PACIFIC SPEED.

RECORD BROKEN BY
MOTORSHIP.

Manila, July 9.
Notwithstanding inclement
weather encountered on the Pacific,
the motorship Tai Shan, under
command of Captain A. Christian-
sen, and flying the flag of Panama,
broke existing records for Pacific
crossing when it dropped anchor
outside the local breakwater at
midnight last Monday night.

The Tai Shan, of the Barber
Line, for which Macdonay and
Company are the local agents,
came from New York and New-
port News via Panama, Los
Angeles, and San Francisco. It
brought ten passengers, 2,500 tons
of general cargo and 600 bags of
mail for Manila. The Tai Shan
leaves this afternoon for Shang-
hai.

The motorship negotiated the
distance from San Francisco to
Manila in 18 days and one
half hours' actual time, and one-
days, 19 hours, expired time.
This record was established in
spite of rough weather, according
to the master. Captain Christien-
sen filed a marine note of protest
before the insular collector of
customs immediately upon his ar-
rival to establish the fact that
rough weather was encountered
on the Pacific Ocean.—Manila
Bulletin.

TRAVEL A.O. LINE

To AUSTRALIA. Calling at Manila (P. I.), Thursday 15, Cairns, Townsville,
Brisbane, Sydney and Melbourne.

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FASTEST, MOST UP-TO-DATE STEAMERS IN THE SERVICE.

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Enjoy Your Short Leave in Australia and New Zealand, Hong Kong, Sydney—19 Days.

FIRST CLASS FARE TO SYDNEY, 495 RETURN.

"LONDON (via Australia) from \$141/10/-

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STEAMER Des Hong Kong Leaves Hong Kong Leaves Manila Leaves Sydney

TAIPING In Port 22nd July 25th July 10th Aug.

CHANGTE 12th Aug. 22nd Aug. 25th Aug. 10th Sept.

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BUTTERFIELD & SWIRE, Agents, HONG KONG-SHANGHAI

BLUE STAR LINE

Far Eastern Service.
Regular Monthly Fast Freight Service.
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S.S. "DORIC STAR"

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S.S. CHUEN CHOW

Daily Sailing from Hong Kong at 2.00 p.m.

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Sundays excepted.

Freight and Passage apply:—

CHUEN ON STEAM BOAT CO., LTD.

241, Des Voeux Road C.

Tel. 26061.

U.S. SHIPPING LINES.

CONSOLIDATION APPROVED BY
THE BOARD.

Washington, Yesterday.
The U.S. Shipping Board has
approved of the consolidation of
seven Government-owned shipping
lines now operating from the Gulf
of Mexico.—Reuter's American Ser-
vice.

STEAMER'S MOVEMENTS

The C.P.S. R.M.S. Empress of
Japan left Southampton on July
12 at 1.30 p.m., and is due at
Hong Kong on August 1.

CONSIGNEES' NOTICE

Consignees of cargo per chartered
s.s. "Moncalieri" are reminded to take
delivery of the goods which will be
subject to rent after July 21.

CONSIGNEES.

LLOYD TRIESTINO NAV. CO.

NOTICE TO CONSIGNEES.

Chartered S.S.

"MONCALIERI"

From Trieste, Venice, Port Said,
Suez, Aden, Karachi, Colombo,
Penang & Singapore.

CONSIGNEES of Cargo are hereby
informed that all Goods are being
landed at their risk into the Godowns
of the Hongkong and Kowloon Wharf
and Godown Company, Ltd., at Kow-
loon, whence and/or from the wharves
delivery may be obtained.
Optional Cargo will be forwarded
unless notice to the contrary be given
before 15th instant.

No claims will be admitted after the
Goods have left the Godown, and all
Goods remaining undelivered after the
31st inst. will be subject to rent.
All claims against the vessel must
be presented to the Underwriter on or
before the 31st inst. or they will
not be recognised.

All broken, chafed, and damaged
Goods are to be left in the Godowns,
where they will be examined on the
31st inst. at 10 a.m., by our sur-
veyors Messrs. Godard & Douglas.
No Fire Insurance has been effect-
ed.

Bill of Lading will be countersigned
by

DODWELL & CO., LTD.,

Agents.

Hong Kong, 15th July, 1930.

WARSHIPS IN PORT

The following British warships
are in harbour to-day:—
Moorhen—In Dock.
Sapoy—Basin.
Sterling—North arm.
Tamar—In Dock.
Thracian—Basin.
Foreign.
Adamastor—Portuguese cruiser.
Mindanao—American gunboat.
Vigilante—French gunboat.

HONG KONG TIDE

The tide-table given below has been
obtained by aid of the Tide-predict-
ing Machine, which includes 40 com-
ponents for the better prediction of
tides, from the result of the analysis
of the tidal observations, taken at
the Kowloon tidal observatory under
the direction of Dr. Doherty during
the years 1887, 1888 and 1889.
The times and heights are given
for Kowloon; but they may be used
for the Victoria Naval Yard and
Aberdeen, the differences being very
small.
The times of high and low-water
must not be considered to coincide
with the times of slack-water and
change of current, the two phenomena
being quite distinct.

July 17 to 23, 1930.

| DATE | HIGH WATER | LOWER WATER |
|----------|--|--|
| July | Standard Times | Standard Times |
| Thurs 17 | m 3 24 a 4.1 0 46 a 5.7 m 3 54 a 4.4 0 54 a 5.1 | m 6 31 a 3.5 m 3 25 a 1.9 m 7 44 a 3.8 m 3 59 a 2.3 |
| Fri 18 | m 3 39 a 4.8 0 53 a 5.5 | m 3 19 a 2.6 m 7 57 a 3.6 |
| Sat 19 | m 4 10 a 5.3 1 03 a 6.0 | m 11 52 a 4.0 m 10 16 a 2.8 |
| Sun 20 | m 4 43 a 5.8 1 16 a 6.5 | m 10 47 a 2.3 m 10 56 a 3.0 |
| Mon 21 | m 5 41 a 6.6 1 41 a 7.1 | m 1 41 a 1.6 m 11 31 a 2.1 |
| Tues 22 | m 6 34 a 7.1 2 03 a 7.7 | m 2 03 a 0.9 m 12 03 a 2.6 |
| Wed 23 | m 7 03 a 7.7 2 32 a 8.3 | m 2 32 a 0.9 m 12 32 a 2.6 |

PRESIDENT LINER SAILINGS

WEEKLY TRANS-PACIFIC SERVICE
To SAN FRANCISCO and To SEATTLE and
LOS ANGELES. VICTORIA.
The Sunshine Belt via Honolulu The Short, Straight Route
to America

Fortnightly sailings on Tuesdays Fortnightly sailings on Tuesdays
Pres. Taft Tues. July 29 Pres. Jackson Tues. July 29
Pres. Jefferson Tues. Aug. 12 Pres. McKinley Tues. Aug. 5
Pres. Lincoln Tues. Aug. 26 Pres. Grant Tues. Aug. 19

£120, £112 Special through rates to Europe via
United States, Direct connections with all
Atlantic lines. Choice of rail lines across
United States and Canada, liberal stop-over privileges for
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ROUND THE WORLD.

Fortnightly sailing on Sunday via Manila, Straits, Colombo,
Suez Canal, Alexandria, Naples, Genoa, Marseilles, New York
and Boston.

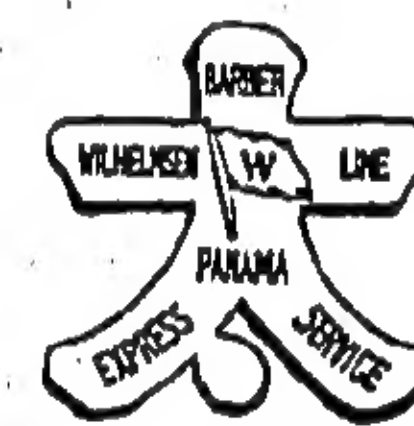
Pres. Van Buren Sun. July 27 8 a.m. Pres. Polk Sun. Aug. 24 8 a.m.
Pres. Garfield Sun. Aug. 10 8 a.m. Pres. Adams Sun. Sept. 7

TO MANILA

Pres. Taft July 19, 6 p.m. Pres. Jefferson Aug. 2, 6 p.m.
Pres. McKinley July 29, 6 p.m. Pres. Grant Aug. 12, 6 p.m.

CANTON BRANCH:—4, SHA KEE STREET.

DOLLAR STEAMSHIP LINES AMERICAN MAIL LINE



BARBER WILHELMSSEN LINE

TRANS-PACIFIC AND ATLANTIC COAST SERVICE
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SHANGHAI, KOBE, YOKOHAMA,

SAN FRANCISCO, LOS ANGELES,

NEW YORK & BOSTON.

42 Days To New York.

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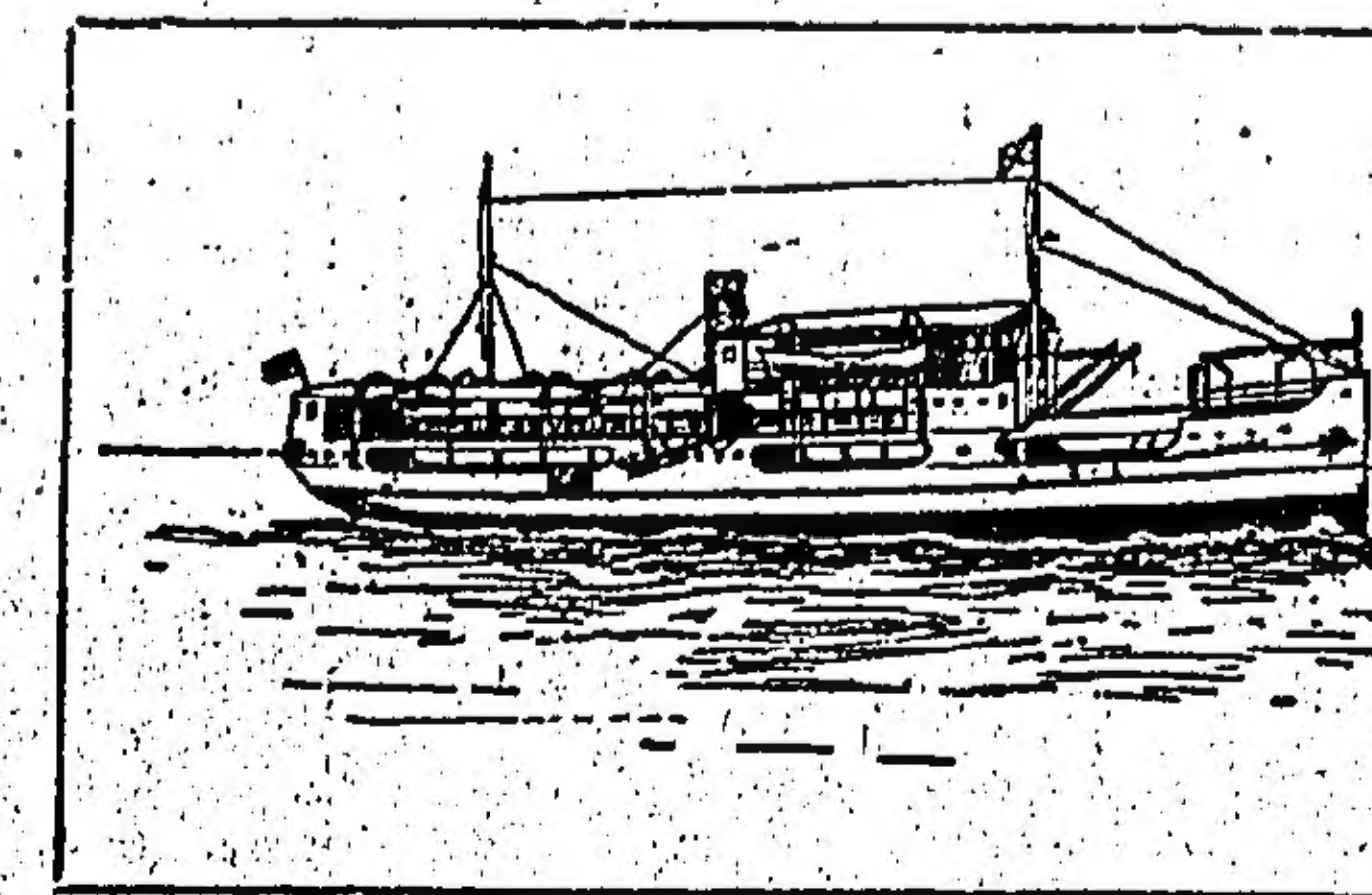
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DOCK OWNERS, SHIP BUILDERS, MARINE AND LAND ENGINEERS, BOILER
MAKERS, IRON, STEEL, AND BRASS FOUNDERS, FORGE MASTERS,
ELECTRICIANS.

The Com-
pany pos-
sesses Six
Granite
Docks and
Two Pat-
ent Slip-
ways. The
dimensions
of No. 1
Dock are
700 ft. x
86 ft. x 30
ft.



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ition; En-
gineering;
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Second Ed-
ition; West-
ern Union
and Wat-
kins.

M.S. "SUGBO"

Single screw steel passenger and cargo motor ship. Dimensions:—154' 0" B.P.
x 28' 0" M.D. x 11' 6" M.D.; D.W. 470 tons; R.H.P. 360; Speed 10½ knots. Built
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order of La Naviera Filipina Inc. Cebu for Philippine coasting service.

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DISINFECTANT

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The best for Personal Hygiene.
For Cleansing and Disinfecting.

KEEP YOUR HOME GERM-PROOF!!

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REMARKABLE VALUE

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RAZOR BLADES

TO FIT GILLETTE TYPE RAZORS

THE "MANDA."

Packet of 10 Gillette type Razor Blades.

Price: 75 Cts. Pkt.

THE "NIESO."

Razor Blades. Fit any Gillette type Razor.
Specially made for Whiteaways.

Price: \$1.00 Packet of 12.

THE "MAGNA."

Made of best Swedish Sandvik Steel. Fit any
Gillette type Razor.

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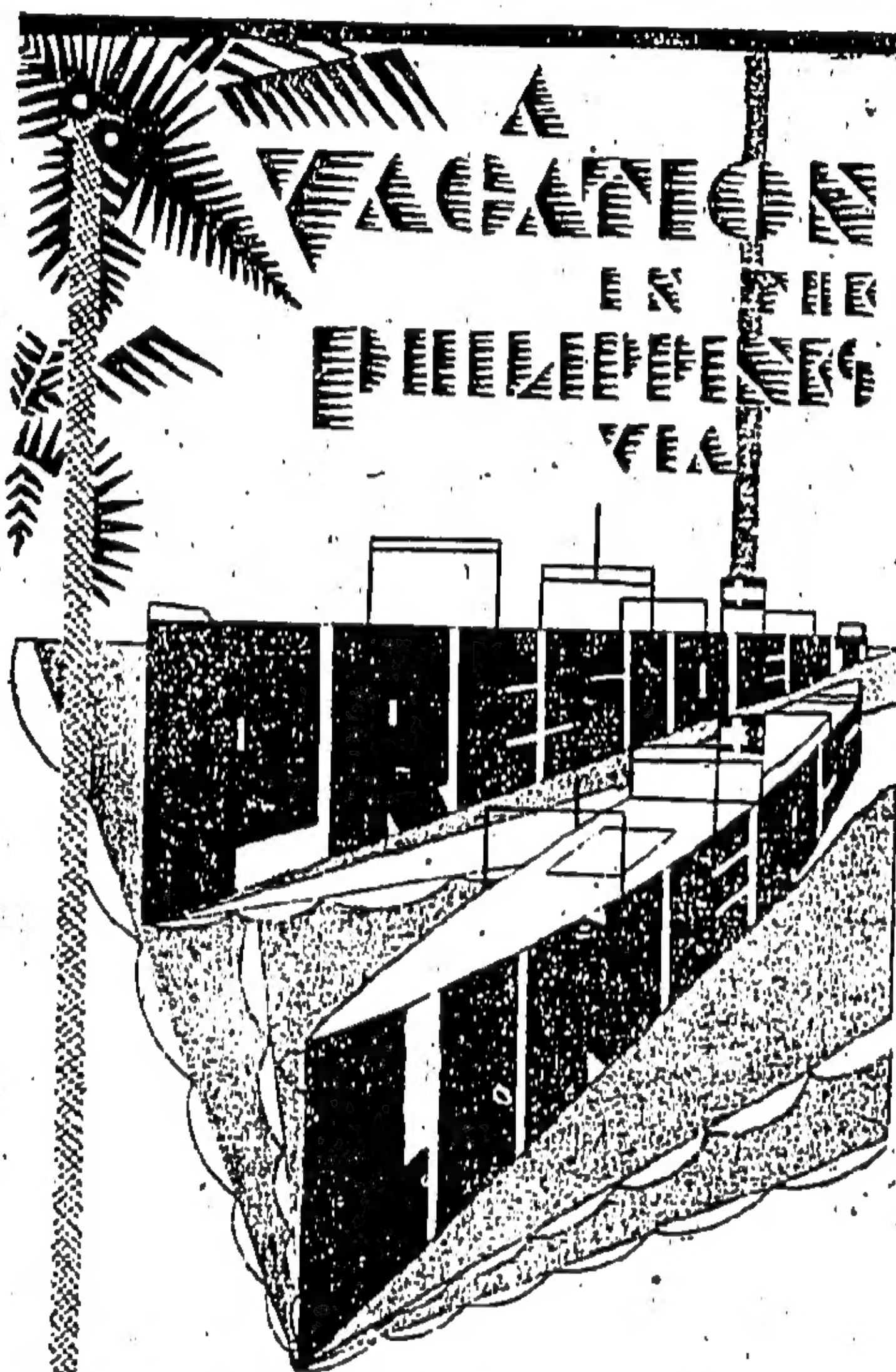
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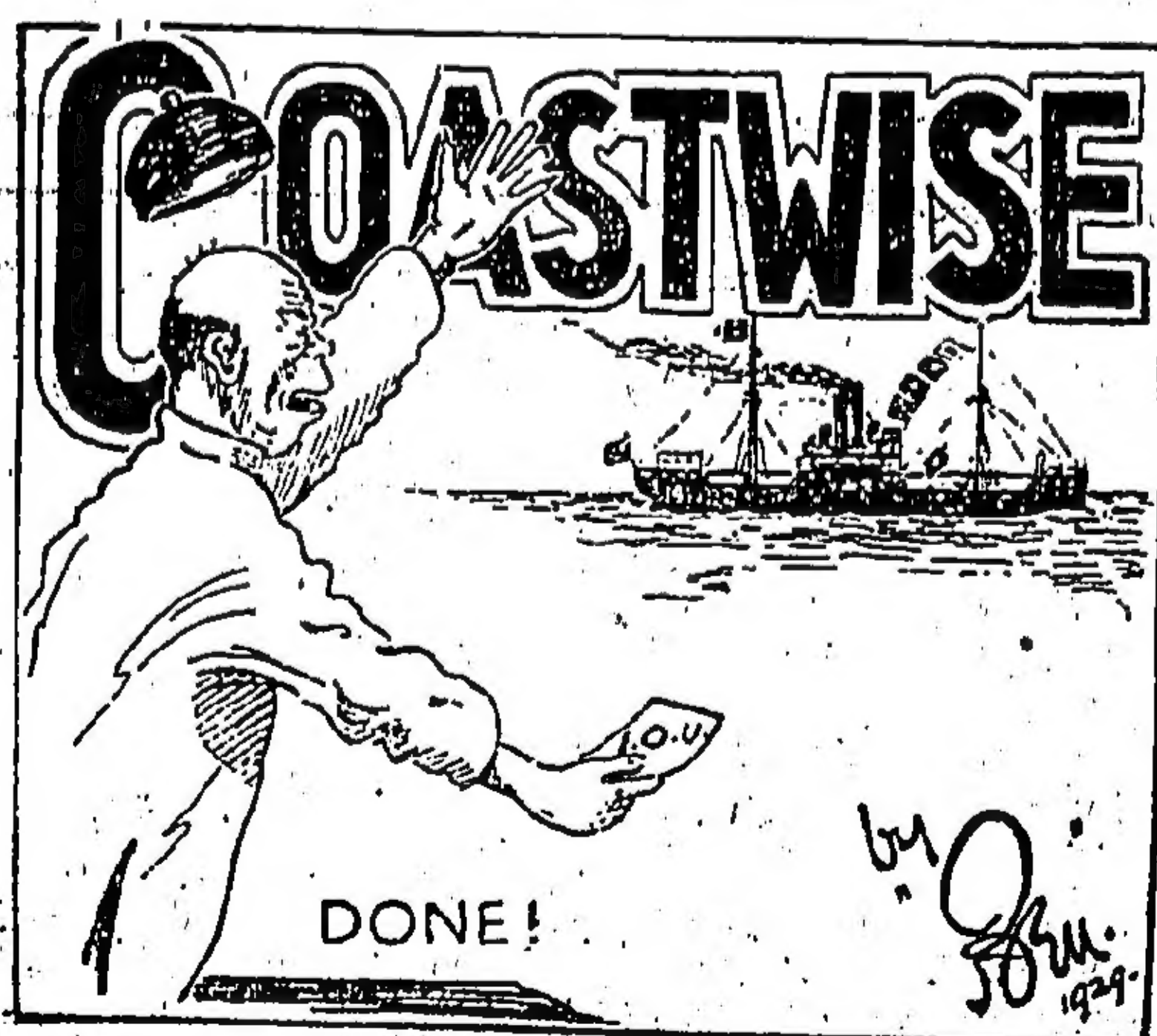
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Overland China Mail

[The weekly edition of the "China
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Published by
The Newspaper Enterprise, Ltd.
Printers & Publishers,
No. 3A, WYNDHAM STREET,
HONG KONG.

TELEPHONES—
Business Office: 25022.
Editorial Department: 24341.
Cable Address:—Mail, Hong Kong.

All communications should be
addressed to the Newspaper En-
terprise, Ltd., to whom all remi-
tances should be made payable.

London Office—The Far East-
ern Advertising Agency (London),
Ltd., 36-38, Southampton Street,
Strand, W.C.2.

Hong Kong, Thursday, July 17, 1930.

CABARET.

The news that an application has been made to the Police for the licensing of a midnight cafe in Hong Kong, to be run on cabaret lines, has no doubt shocked our Malaprops. Horror has been expressed in some quarters even at the eventuality of "brazen, painted, naked, and more or less middle-aged females, prancing with horrible forced gaiety and fixed, toothy grins" in this respectable, dull, puritanical corner of the Far East. Apparently a grim section of the community, which is both self-sufficing and philosophical, is suffering from filmitis. Ostensibly they have never seen a cabaret decently produced. They have scoured the international slums of Shanghai with evangelical leers, and pounced upon a really low-class "house." Or else they have formed their impression upon a visit to the cinema during the showing of a sixth-rate cabaret film dealing with the underworld of Chicago.

Such views are usually preconceived with a bias. The wows, blues and "kill joys" of this city shrink from the very name "cabaret" and indignantly oppose with shocked, uplifted hands the granting of a licence. Probably being Benedicks, they have to! Far from opposing it, we do not feel that a cabaret, if managed upon regular, well-conducted lines, would in any way darken the moral glamour of Hong Kong or bring its young "bloods" to ruin and disgrace. It would certainly add a fresh touch of needed gaiety to the Colony, which for those who do not play

for indifferent American "talkie" films, is one of the gloomiest spots of the Empire. The Malaprops will probably tell us that we should be in bed by nine o'clock and would even like to influence the I.G.P. to have the curfew introduced in Hong Kong for that purpose!

There is nothing outrageous in a cabaret. It is merely an entertainment which lasts longer than other forms of entertainment. It combines the pleasures of food and drink with those of music and dancing, and, if managed by an experienced producer, can be the means of bringing artistic talent before the public. Many clever dancers have been "discovered" in cabaret.

H.R.H. the Prince of Wales is one of the many distinguished patrons of the cabaret, and may often be seen in London with a party at the Kit Kat. In Paris, some of the cleverest dancers appear at midnight in the cabarets, after their performances in the theatre, and entertain supper parties until a late (or early) hour. The erroneous impression which quite a number of people have of cabarets, is of dark, underground places where free fights are the usual thing and the dancers are mauled by drink-sodden men as they "shimmy" around the tables. No manager of a respectable cabaret would tolerate anything of the kind, any more than loose behaviour in a local ballroom would be permitted. Another aspect of the cabaret is that of finance. Prices of admission and the charges for food and liquor are usually high, so that generally speaking the entertainment is confined to the more affluent.

The Licensing Board would be advised to consider the application very carefully from all sides before hastily rejecting it in the face of silly opposition by the Malaprops. The main question to be considered is not whether it will pay or whether Hong Kong "needs" a cabaret. That is entirely a matter for the applicants. The vital point is whether its institution is likely to have an adverse moral effect. And, with such knowledge of cabarets all over the world as we possess, we have no hesitation in declaring that, if properly conducted and supervised, its effects would be more beneficial than baneful. A bright Hong Kong would attract more visitors and tourists and the local tradespeople would accordingly reap considerable benefits in these times of depression. A cabaret can even be "cultural" in so far as it may be the means of introducing to the public

for indifferent American "talkie" films, is one of the gloomiest spots of the Empire. The Malaprops will probably tell us that we should be in bed by nine o'clock and would even like to influence the I.G.P. to have the curfew introduced in Hong Kong for that purpose!

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News in Brief.

There were only ten cases called at the Kowloon Magistracy during this morning's sitting including two larcenies, in which all the offenders were juveniles.

Arrested by a detective, in the act of taking some wood from the Sam Kee Timber yard, in Canton Road, a Chinese lad, on his appearance before Mr. Whyte-Smith at the Kowloon Magistracy this morning, was ordered to receive eight strokes with the rattan.

Mr. H. R. Butters, formerly an assistant in the Secretariat for Chinese Affairs, presided in the Second Court at the Central Magistracy to-day, vice Mr. A. W. G. H. Grantham, who has taken up his appointment as Secretary of the recently appointed Retrenchment Committee.

A contractor's workman named Chung Chi (28), who lived in a match in Shap Road, Kowloon City, near the site of a new building in the course of construction, was electrocuted yesterday through coming in contact with an electric cable in the course of his work in the new building.

For allowing his dog to be on the road unmuzzled and unleashed, Mr. J. M. Jack, managing director of Wm. Jack & Co., Ltd., who resides at 6, Essex Crescent, Kowloon Tong, appeared at the Kowloon Magistracy this morning. He admitted the offence, and Mr. Whyte-Smith imposed the usual fine of \$5.

According to a Police report, James Murray, a private of the Aggill and Sutherland Highlanders, who had been absent from his Regiment since Saturday, was found by the Police at the Kowloon-Canton Railway Station yesterday. He was taken into custody and subsequently handed over to the military authorities.

A three-year-old Chinese girl, living on the second floor of 9 Yu Wah Street, Wanchai, was yesterday removed to the Tung Wah Hospital suffering from kerosene poisoning. She was stated to have drunk the oil thinking it was water. The girl's condition was so serious that she was later transferred to the Government Civil Hospital.

Kwok Ping, a seaman of the Yau-mat ferry launch Man Ying, reported to the Police that at about 9 last night, just after the launch had left the Yau-mat typhoon shelter, a Chinese female, aged about 35 years, who was in the first class, suddenly jumped overboard, and immediately disappeared. Although the launch was stopped and a search made, the unfortunate woman did not reappear.

Mr. G. Wilfred Cockburn, of the Shanghai office of Calender's Cable and Construction Co., Ltd., arrived on the Empress of Russia, and is staying at the Peninsula Hotel. Mr. Cockburn's visit is in connection with the building of the new overboard transmission line in the New Territories for the China Light and Power Co. Mr. H. Wardlaw Somervell will arrive on the s.s. Rajputana from Home and will be in charge of the erecting of the overhead line.

NO MORE WAR.

61 NATIONS SIGN TREATY OF RENUNCIATION.

SIX COUNTRIES LEFT.

Rugby, Yesterday.
The Secretary for Foreign Affairs, Mr. Arthur Henderson, said that all the countries invited by the Government of the United States to participate in the Treaty for the renunciation of war had now done so with the exception of Argentina, Brazil, Colombia, Ecuador, San Salvador and Uruguay. There are 61 signatories of the Treaty—British Wireless Service.

Promoting Peace Spirit.

London, Yesterday.
Five hundred delegates, representing thirty-one Parliaments of the world, including Prince Tokugawa of Japan, are attending the twenty-sixth conference of the Inter-Parliamentary Union, which opened in the House of Lords. The Duke of Sutherland presided.

Mr. Arthur Henderson in a speech of welcome said the Government was looking to the conference to promote the peace spirit among nations.
Lord Cecil in an address said that while there was a general movement towards peace, important leaders of opinion in more than one country were preaching the hoary falsehood that preparation for war was the best guarantee of peace. He declared that the Naval Disarmament Conference had been conducted in a war atmosphere. Urging disarmament, Lord Cecil welcomed Mr. Briand's

NO BRITONS.

TROUBLE IN WEST AUSTRALIA.

AGREEMENT BROKEN.

Townsville, June 12.
British workers again suffered when a sign-up was made at the Victoria and Macnade sugar mills this morning.

At Victoria, of 283 employed, 282 were Italians and 21 Britons, while in the Macnade area only seven British were signed on out of 391, the other 384 being Italians.

Open fighting may possibly break out at Tully where the farmers executive repudiated an agreement with the A.W.U. to give preference to Britishers. It has been announced that 291 Britons and 143 foreigners will be signed on there on Monday.

HOW TO ADJUDGE A PERSON INSANE?

(Continued from Page 1.)

And assuming that a man is under the delusion that he is being attacked by someone, would not that give rise to a homicidal impulse?—If he is deluded that way, it is quite natural that he will be thinking of self preservation.

In some forms of insanity the homicidal impulse may become very strong in a man?—Yes.

Impossible and incompatible. Could that not be an instance where suicidal impulse is coupled?—I cannot say, but I think it is impossible and incompatible where a person thinks of committing homicide and suicide at the same time.

You will agree with me, then, that such a homicidal action may not show itself in its early stage?—I would like to say that it could be observed.

What does running amok convey to you?—From that I would infer that the person has temporarily lost his sense of reason, and his power of control.

Counsel asked witness if he would agree to the test laid down by MacNorton as to how to judge a person insane. The first thing would be for a person to show that he did not know what he was doing at the time, and the second thing to show that what he was doing at the time he did not know was wrong.—Witness agreed, and said that running amok complied with one of the two tests, but he would not agree that in the absence of motive a murder might be said to be the act of an insane person.

Witness further said that he could quote authority from Taylor on Medical Jurisprudence, where it was laid down that motive was not indicative of a person's sanity, but that it was only an argument in that person's favour.

The case is proceeding.

TAX ON SHIPPING.

A proposal to institute income tax in Ceylon and to apply it to Shipping calling at Colombo, is now causing some concern. The proposal is particularly regretted, because it is at variance with the successful movement in recent years to restrict the taxation of shipping to the countries of ownership, and many reciprocal agreements have been made on this basis. The position in Ceylon is, of course, different. The port of Colombo is visited by a large number of ships in the course of voyages to and from the East, but a relatively small amount of cargo by each vessel is loaded or discharged there, and it is suggested in shipping circles that the cost of collecting taxation on the earnings of vessels at the port (the actual earnings could only be subject of estimate) would be out of proportion to the yield of the tax. Presumably, in the course of a year, a considerable amount of money must be spent at the port by passengers who go ashore and by shipping companies in respect of port dues and the purchase of fuel and stores. In so far as the taxation was not recovered by the shipping companies from the Imperial Government, its cost might be expected to be reflected in the freight rates and passage moneys paid in Ceylon and, in any case, it would represent a complication and accountability of a kind that has been found troublesome at other ports during the last few years and has led to the agreements between different countries. Some lines have not found it necessary to arrange for all their fast ships to call at the port, and doubtless all the considerations will be carefully taken into account before the proposal, as it affects shipping, is carried through the Ceylon Times.

MRS. C. ROSSELET.

FUNERAL AT HAPPY VALLEY CEMETERY.

FLORAL TRIBUTES.

There was a large number of friends and relatives present at the funeral of Mrs. Rosselet, wife of the secretary of the Hong Kong Amusement Co., Limited, which took place yesterday evening at the Protestant Cemetery, Happy Valley.

The following is a list of friends and others who sent wreaths:—Sorrowing Husband, Your Loving Children, Rens, George and Dickie; Allen and Lucy, Mother, Doreen and family, Aunt Mamsie and children, Captain and Mrs. Prigent, Mr. and Mrs. Y. Abbas, Mr. and Mrs. Elias, Mr. and Mrs. H. J. Fox, Mr. and Mrs. E. Mow Fung, Mr. and Mrs. H. J. Howard, Mr. and Mrs. A. J. Kew, Mr. and Mrs. J. M. McKenzie, Mr. and Mrs. Shi Yu-man, Mr. and Mrs. F. J. Neves, Mr. and Mrs. J. M. Noronha, Mr. and Mrs. W. J. Peters, Mr. and Mrs. M. A. R. Souza, Mr. and Mrs. W. K. Way.

Mrs. and the Misses White, Miss Assumpcao, Misses K. and M. Grosse.

Mr. and Mrs. E. Carvalho, W. Allen, S. Asia, J. H. Backhouse, R. Basa, E. Ford, J. S. Gubbay, R. C. Hanson and family, J. Landolt and family, J. E. Noronha, N. Saenger, W. Ward, D. C. Wilson, A. V. Young, Cheng Wai-tong, C. Mak, Lo Shu-lung, Lau Kai, Lo Kan, Lo Kan, Lo Wai-son, Ma Man-sing, Wong Hei-soy, Woo Hoi.

Members of the Guild of Martha and Mary.
Advertising Department, H.K.A., Ltd.; Office Staff, H.K.A., Ltd.; staff, film department, H.K.A., Ltd.; Electrical Research Prod., Inc.; staff of Queen's Theatre, World Theatre, Taiyat Theatre, Ming Sing Theatre, Cheong Lok Theatre, Grand Theatre; Theatre Equipment Co.

PEPPER IN EYES.

CHINESE MERCHANT ROBBED OF BAGS OF SILVER.

Klang, July 2.

While Towkay Ow Yong Hong, proprietor of a store in Market Street, Klang, was on his way home carrying \$1,400 in notes and cash, he was attacked by a gang of five men who threw pepper in his eyes and robbed him of two bags containing \$60 worth of silver.

Later, one of the gang was arrested by the police in Kuala Lumpur.

Ten Years Ago.

(From the "China Mail," July 17, 1920.)

To-day's dollar is worth 3/84d.

At the Supreme Court yesterday, when the Criminal Sessions opened, after seven persons had been called to serve on the jury to hear the manslaughter charge in the Chief Justice's Court and after a delay of about 20 minutes, they were requested by Mr. C. D. Melbourne, the Registrar to return at 2.15 p.m. In the afternoon, several of the jurymen were absent. Taking advantage of the fact that they were staying in Kowloon, they decided not to take the risk of making a trip to Hong Kong, as notice had been given that the ferries might stop at any moment.

When opening the Court, in the afternoon, Mr. Justice J. R. Wood, said that he wished to make an explanation as to what had happened in the morning, both for the satisfaction of the public and the officers of the Court as well as, more particularly, for the satisfaction of the jurymen. He said when he opened his court in the morning, he found the prisoners had not been brought into Court. He traced the matter to its root and found that the Police Department was at fault, and he had written to the Captain Superintendent of Police very strongly about it.

Ten Years Hence.

(From the China Mail of July 17, 1920.)

At a meeting of the Light Aero Club it was intimated that the scheme for advertising on the exteriors and interiors of planes, had had to be abandoned, the principal advertisers stating that newspaper advertising—particularly in the China Mail and the Sunday Herald—had by long experience been proved to be the most effective and profitable.

Owing to the large exodus of Europeans from the Peak for the heights of Kowloon and the Hebe Bay district it has been found possible to place three large houses at the disposal of the Sanitarium and Convalescent Home for Europeans near Mount Kellet.

Notice of a question has been given by a member of the Sanitary Board as to when the muzzling order is likely to be rescinded as to the muzzling of dogs in 1920 about 14 years.

RUSSIA AND THE LEAGUE.

THE PENDULUM SWINGS BACK.

[By Elizabeth Monroe.]

Reports, many of them conflicting, of extraordinary events in Russia, have for so long been the order of the day that most people have become cautious in accepting true the accounts which they hear. This year's report of the Director of the International Labour Office at Geneva, recently issued, is therefore well worth perusal by anyone interested in the future of the Soviet Government, as it devotes several pages to a detailed and reliable account of Russia's policy during the past year.

A cursory study of events might indicate that during the last two years Russia had linked herself a little more closely than in former years both with other countries and with the League of Nations. She signed the Kellogg Pact; she sent representatives to the Preparatory Commission of the Disarmament Conference, and an observer to the Arbitration and Security Commission; she registered several treaties at Geneva; she reopened diplomatic relations with Great Britain. This is one side of the story; closer examination shows the other, to which less publicity has been given, and which represents, says the I.L.O. report, "an appreciable change in the other direction."

External isolation. The old foreign policy of external isolation and hostility has been revived; this was made obvious first by the Executive Committee of the Third International in July 1929 and a few months later by the Executive Bureau of the Red International of Trades Unions which announced its policy of opposing "the reformist agencies of world imperialism—the International Labour Office, the International Federation of Trade Unions, the American Federation of Labour." The re-adoption of this attitude is in the main the outcome of the revival of the Communist home policy of war days.

The non-proletarian unit has been combed out of industrial undertakings: anti-Government workers have been dismissed right and left, expelled from trades unions, and forbidden re-employment. Agriculture has undergone a similar treatment: all peasants and small farmers have been forced to give up their holdings and to work for State-owned undertakings, in accordance with State plans and for State wages. The same thing applies even in the realm of science: scientific knowledge in Russia is to be divorced from the "bourgeois science" accepted elsewhere, and worked out from a fresh base and upon its own lines. Wherever the base of our so-called "bourgeois science" is fact, it is heard to visualise the premises from which the Russian science will start.

Difficulties invited. The immediate task which the Soviet Government has set before itself is the realisation, regardless of relations with other nations, of the socialist regime in one single country. The League and the outside world had placed some hope in the small measure of co-operation which had been achieved: this hope is for the moment cut off by the renewal of the isolation policy. The economic difficulties facing a country which sets out to organise itself against the rest of the world are prodigious. The Russian Government has invited them open armed: it will be interesting to see how it meets them.

ROUND THE CINEMAS

'SEVEN FACES' BEING SCREENED TO-DAY.

COLLEGE BOY'S ROLE.

Every one has heard the old nursery story of the little pigs that went to market.

Apocryphal of nothing at all, this is a story of twenty college boys who were chosen out of 14,000 candidates as likely film material a couple of years ago. Nineteen of them came to Hollywood, had their brief moments before the movie cameras, and did a fade out.

One of the twenty refused to come, putting his college degree head of a chance to become a screen player. He, curiously enough, is the only one now in Hollywood, working regularly.

He is Walter Browne Rogers, of Denver, Colorado, a graduate of Carnegie Institute of Technology, who plays the role of Henry Vallon in "Seven Faces," Fox Movietone all talking production, showing at the Queen's Theatre to-day.

Paul Muni portrays seven characters and Marguerite Churchill and Lester Longaker are also featured in "Seven Faces," which was directed by Berthold Viertel.

STUDIO MURDER MYSTERY.

An all-star cast, with every member in it picked for type and suitability to character, acts Paramount's newest all-talking thriller, "The Studio Murder Mystery." This exciting melodrama, doubling around the hunt for a double-killer in the absorbing environment of a talking moving picture studio, is one of the most gripping ever to be shown on the screen. The Central Theatre will feature this attraction from to-day.

Paramount's success with the recent, s.s. Van Dine story, "The Canary Murder Case," started studio executives on a search for something even more hair-raising and pleasantly thrilling in the line of detective stories. This hunt culminated in "The Studio Murder Mystery," which, in dialogue, action and interesting detail, really takes its place with the new masterpieces that the talking screen has brought to the motion picture public.

The story, written by Mr. and Mrs. A. Channing Edington, which appeared first as a serial in Photoplay Magazine, aroused wide interest. This story Paramount made into an all-talking melodrama, preserving all the suspense of the original story.

The action takes place almost entirely within the guarded gates of a big Hollywood motion picture studio. For the first time the sounds and sights of a talking motion picture in the making are revealed to the theatre-going public. It deals with the hunt, in this interesting environment, for a double-killer whose canny ability to cover up his tracks sets Hollywood in a uproar. Six persons are suspected of the crime which he committed and the audience is left in mystifying suspense until the final chapter.

Neil Hamilton, Warner Oland, Fredric March, Florence Eldridge and Doris Hill have the main roles. "LADIES OF THE MOB."

Being an adaptation of an original story by Ernest Booth, life-terminator at Folsom Prison, "Ladies of the Mob," a Paramount film, in which Richard Arlen and Clara Bow are starred, is being screened at the Majestic Theatre, Kowloon, from to-day to Saturday.

Made by the director of "Wings" and other notable productions, William Wellman has brought out the evils of the underworld gangs in a splendid manner in "Ladies of the Mob." Richard Arlen is the criminal and Clara Bow is the girl who tries to reform him.

The supporting cast includes Helen Lynch, Mary Alden, Robert T. Haines, Bodil Rosing, and Lorraine Rivers.

RADIO

The following programme will be broadcast to-day from the Hong Kong Broadcasting Station Z.B.W. on 354 metres:

6.30 p.m.—Children Programme (Auntie Pat, Uncle Dick and Uncle Jeff will entertain the children).

6.30-8 p.m.—Evening European Programme of Columbia Records selected and supplied by Messrs. Anderson Music Co.

"The House That Jack Built", Ray Starita and His Ambassadors Band (with Vocal Chorus) (9915).

"Bonny Was a Warrior," Johnny Loker, Raymond Newell and Chorus with Piano (DB108).

"Song of the Waterfall", J. H. Squire Celeste Octet (DB107).

"Cochran's 1930 Revue"—Selection, "Heads Up"—Selection, Piano Solo by Billy Mayord (DB117).

"Faut—Prelude", "Faut—Valse", Milan Symphony Orchestra conducted by Cav. Lorenza Molajoli (5878).

"Lighterman Tom", "It's a Beautiful Day", Harry Dearth (Baritone with Piano) (DX19).

"Lionel Monckton Memorial", Debroy Somers Band (9881).

"Come Silver Moon", "Love's Dream", Duett Dora Labbette and Hubert Elsdell with J. H. Squire Celeste Octet (9612).

"The Skaters"—Waltz, "Au Revoir—One Step", Ray Starita and His Ambassadors Band (9623).

"Hold Your Glasses with Betton Up", "Bigger and Better Than Ever", Ella Logan, Comedienne (DB116).

"La Golondrina" (Serradell), "La Paloma" (The Dove), Paul Whiteman and His Orchestra (50070-D).

"To a Seagull", "Brown Eyes I Love", Hubert Elsdell (Tenor with Piano) (4815).

"Lucky Girl"—Selection, Jack Payne and the B.B.C. Dance Orchestra (with Vocal Trio) (9595).

8 p.m.—Chinese Programme. 9 p.m.—Weather Report and Local Time. Chinese Programme continued. 10.30 p.m.—Close Down.

Long suspense until the final chapter. Neil Hamilton, Warner Oland, Fredric March, Florence Eldridge and Doris Hill have the main roles.

"LADIES OF THE MOB."

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NEW ADVERTISEMENTS.

THE HONG KONG LAND INVESTMENT & AGENCY CO., LTD.

A N INTERIM DIVIDEND of TWO DOLLARS per Share for the six months ending 30th June, 1930, will be payable on WEDNESDAY, 6th August, on which date Dividend Warrants may be obtained on application at the Company's Office, 3, Chater Road.

THE REGISTER OF SHARES of the Company will be CLOSED from TUESDAY, the 29th July to TUESDAY, the 5th August (both days inclusive) during which period no transfer of shares can be registered.

By Order of the Board of Directors.
L. S. GREENHILL,
Secretary.
Hong Kong, 17th July, 1930.

SHADOWS BEFORE

COMING EVENTS ANNOUNCED IN CHINA MAIL

To-day — Queen's Theatre, "Seven Faces."

To-day — Star Theatre, "The Jazz Singer."

To-day — World Theatre, "The Lady of the Pavement."

To-day — Majestic Theatre, "Ladies of the Mob."

To-day — Central Theatre, "The Studio Murder Mystery."

To-day — Inward from Europe via Suez (Rajputana); Outward from Europe via Siberia (Rajputana) 6 p.m.

To-morrow—Inward from Europe via Siberia (Morea); from America and ports (President Taft); Outward from Europe via Marseilles (Morea), 10.30 a.m.

Sports
See Special Sports Diary on page 9.

Lammerts' Auction.

To-morrow—At Sales Room, household furniture, etc., and a 7-seater Studebaker. Limousine, 2.30 p.m.

Land Sale.

July 21—At P.W.D. Offices two lots of Crown land at Shamshulpo and Prince Edward Rd., respectively, 3 p.m.

STREET FOOTBALL.

A Chinese, who participated in a game of football in Nathan Road near Public Square Street, was at the Kowloon Magistracy this morning cautioned, the Magistrate pointing out that Nathan Road was not at all a suitable place to play football. The ball was ordered to be destroyed.

HUMOROUS RECORD SUCCESSES

| | | |
|------|-----------------------------|----------------|
| 9928 | I'm 94 To-day | Will Fosse. |
| 9468 | Belong to Glasgow | " |
| 9108 | Sailing Up the Clyde | " |
| 9205 | Come and See the Baby | " |
| 9469 | The Engineer | " |
| 9205 | Dr. McGregor | " |
| 9469 | No Power on Earth | Billy Bennett. |
| 9205 | Charge of the Light Brigade | " |
| 9469 | Buckshee | " |
| 9205 | The Idol's Tongue | " |
| 9237 | She's Mine All Mine | " |
| | Napoleon | " |

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NO. 5
NO. 9
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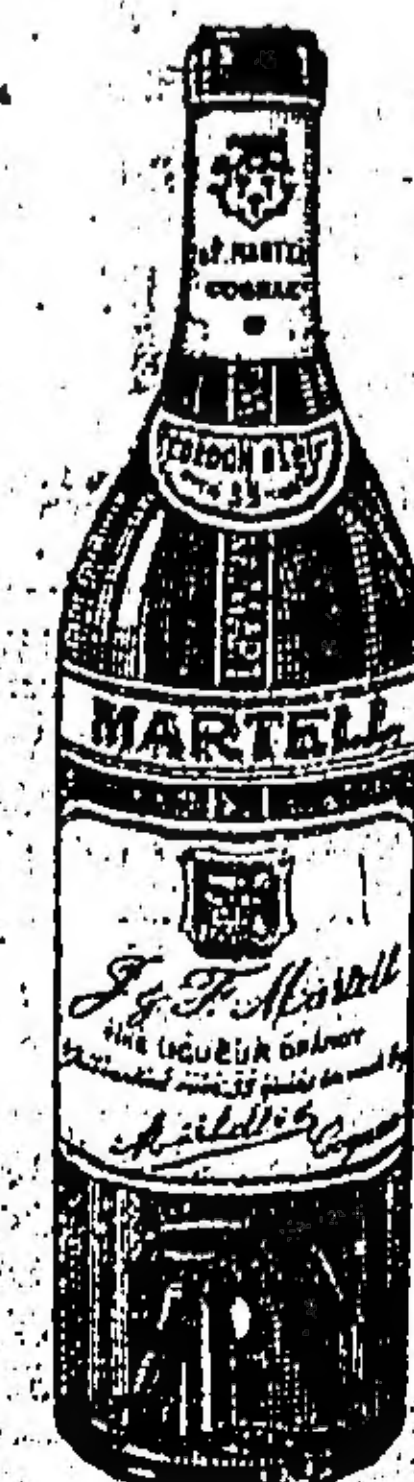
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GLOUCESTER HOUSE FATALITIES.

Further Evidence at Inquest.

RESPONSIBILITY FOR DERRICK.

After more evidence was heard yesterday afternoon by Mr. R. E. Lindell and the Coroner's jury the Gloucester House tragedy inquiry was again adjourned.

One of the workmen who was on the fourth floor level when the derrick collapsed told the Court that six persons, including the three dead men, were responsible for the erection of the derrick. No particular man was in charge. When the accident occurred on the morning of June 28 he was standing on a plank supporting the derrick. He fell down with the others. However, he was lucky to be thrown inward, and, as he reached the third floor level, he managed to seize one of the wire stay ropes, and thus save himself.

The contractor who supplied the planks used to support the derrick was the next witness. He said that he had dealt in planks for over 20 years. Where the plank broke, he said, was quite sound, but he admitted that there was a rotten spot in another place.

Mr. C. C. Wood, of Messrs. Leigh and Orange, architects, said that his firm only saw to it that the work was properly done, but were not concerned with how the result was achieved. The riggers were practically experts at their job, and interference with them was out of question.

This witness also told the Court that just before the accident stanchions weighing about seven tons and a half were hoisted on the derrick. The one that was being hoisted when the accident occurred weighed only two tons and a half. He thought it was possible the accident was caused by a guide rope attached to the hoist fouling one of the planks.

A European Police Sergeant said he arrived on the scene at about 10.15 a.m., and immediately went to Lane, Crawford's to phone for the ambulance. He dialled 39 to communicate with the Fire Station, but got no reply. He tried again at 10.35, but could get neither the Fire Station nor the Tung Wah Hospital. He then dialled 90 and complained to the clerk in charge at the Telephone Exchange, and was told that there was no reply from the Fire Station; apparently there was no one to answer the call. Witness then communicated with the charge-room at the Central Police Station and was told that both the Fire Station and the Tung Wah Hospital had been informed.

Eventually the Tung Wah Hospital ambulance arrived at 11.05 a.m., and the one from the Fire Station at 11.15 a.m.

MIXED BATHING IN THE SERPENTINE.

NEW PAVILION OPENED.

The mixed bathing season, at the Serpentine, Hyde Park, instituted by Mr. Lansbury, First Commissioner of Works, was opened on June 17 afternoon at 4.30, and attracted crowds of interested and amused spectators, says 'The Times' and proceeds:

Bathers only were admitted to the enclosure, where the new pavilion has been erected providing cubicles for 140 men and 40 women. There is a charge of 3d. for adults, children under 14 being admitted free. To provide additional accommodation, two bathing tents of a vivid orange in colour—one for men and the other for women—were put up, flanking the pavilion. This precaution proved to be well advised, as the pavilion itself was wholly inadequate for the number of bathers.

About 20 young women awaited the opening of the gate of the enclosure from early hours, and as the first woman in the water was to get a medal presented by the Serpentine Club (a company of male bathers who have used the Serpentine for many years) they came, prepared for the contest, in bathing costumes and coats. The first in was Miss Kathleen Murphy, of Pinner, aged 21, who arrived at the gate at 5 o'clock in the morning. As she took the water she was loudly cheered by the spectators and there was a clicking of many cameras. Mr. Alfred Rowley, hon. secretary of the Serpentine Club, made a formal presentation of the medal. Within a minute the other girls joined Miss Murphy in the water. Later a couple of dozen male bathers appeared. As the afternoon advanced the number of bathers, women and men, greatly increased, and so did the spectators.

The mixed bathing hours are from 6 until 10 in the morning and from 4.30 until 8.30 in the afternoon. Amongst these in the enclosure were Dr. Saleeby and Sir Richard Paget, of the Sunlight League, who stated that they propose to make representations to the Office of Works for the opening of the Serpentine for mixed bathing in the middle of the day by students attending various colleges in Kensington. They pointed out that as work in the colleges is usually suspended from 12 to 2, water and sunlight bathing in those hours would be of immense benefit, physically and mentally, to the students.

Judge: Gentlemen of the jury have you come to a decision?

Foreman: We have, your Honour.

The jury are all of the same mind.

The jury are all of the same mind.

The jury are all of the same mind.

The jury are all of the same mind.

The jury are all of the same mind.


The jury are all of the same mind.

The jury are all of the same mind.


THURSDAY, FRIDAY & SATURDAY At 2.15, 5.10, 7.15 and 9.20 p.m.

"THE STUDIO MURDER MYSTERY"


Who Killed
the most popular
star in Hollywood.




Rupert Borka was jealous of his wife's attentions to the star. Did he kill him?




Mrs. Blanche Hardell, wife of the dead actor was furiously jealous. Was it she?



D. K. MacDonald, father of Helen, resented the star's attentions to his daughter. Is he guilty?



Ted MacDonald, brother of Helen, had sworn to defend his sister's good name.



Helen MacDonald hated the dead man. He had promised to marry her.

Vengeance stalked that night on the shadowy stages of Hollywood's largest all-talking picture studio. The world's most popular actor is found dead! Hollywood alive with police, investigators, detectives! Who killed Richard Hardell, screenland's most popular star?

See and hear this baffling mystery story! Follow the mystifying clues! See all-talking moving pictures in the making!

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ALSO

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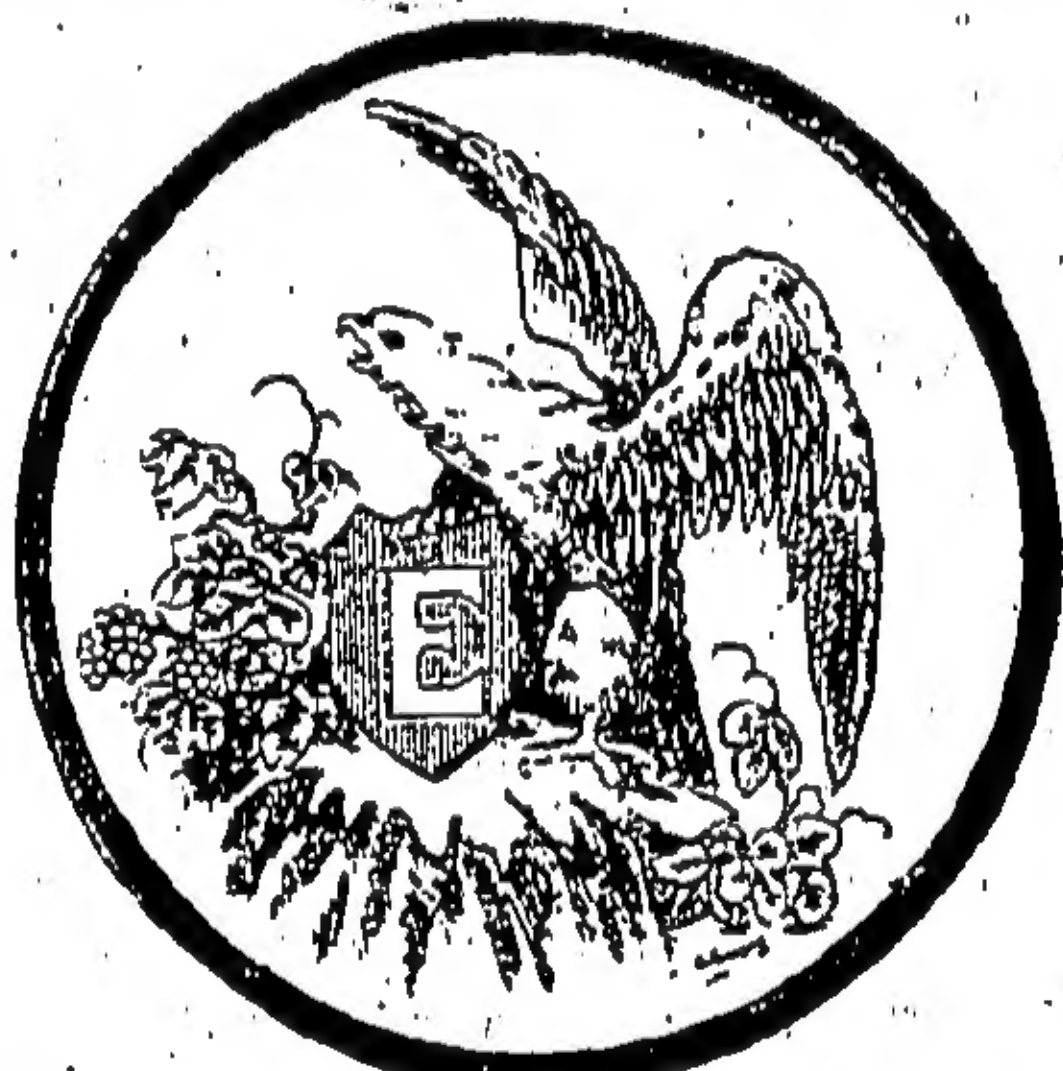
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Sport Columns

H.K.V.D.C. AQUATIC SPORTS.

Programme of Events at V.R.C.

The Hong Kong Volunteer De-
fence Corps will hold their annual
aquatic sports on Saturday, July
26, at the V.R.C. The sports are
timed to commence at 9 p.m.

The Corps will be divided as
follows:—The Battery, Engineer
Company and Corps Signals,
Mobile Unit P.M.I. and A.C. Com-
panies, Machine Gun Company,
Scottish Company, Portuguese
Company, Reserve Company.

The programme will be:—

Event 1.—100 yards Forward styles,
H.K.V.D.C.
Event 2.—50 yards Ladies' Race
(Open).
Event 3.—Final of 100 yards for-
ward styles.
Event 4.—Final of 50 yards, Ladies.
Event 5.—50 yards free styles.
Event 6.—Matrimonial Stakes.
Event 7.—High Diving.
Event 8.—Pillow Fight.
Event 9.—Inter Company Team
Race.
Event 10.—Water Polo, H.K.V.D.C.
V.R.C. Events to count in Corps Inter-
Unit Companies are Events 1, 3, 5,
7 and 9.

Entries must be made in writ-
ing, accompanied by the necessary
fees, to the Hon. Secretary,
C.S.M., G. T. Paggett, at the Hong
Kong Volunteer Defence Corps
Headquarters not later than noon
on Tuesday, July 22.

WATER POLO.

V.R.C. BEAT CHINA ATHLETIC.

The V.R.C. managed to defeat
China Athletic in a senior League
water polo game last night by 4
goals to nil, but they had to go
all out to do so, the Chinese put-
ting up a fine show. They missed
several good chances in front of
goal, or might easily have run the
V.R.C. closer.

Quite a fair crowd turned out
to see the game. Lawrence got
through for the home side after
five minutes' play, and Pereira
added another. Later, he was
ordered out of the bath for a
ducking offence.

The V.R.C. put on two more
goals in an interesting second half.
Somerset v. Kowloon.

Somerset were victors in a
poor game (Second Division) by
three goals to nil.

DR. LAL LEAVING.

POPULAR INDIAN TENNIS PLAYER.

An "At Home" was held at the
Kowloon Indian Tennis Club
yesterday, in honour of Dr. Lal, a
popular playing member who is
shortly leaving the Colony for
India. Mr. Badan Singh, Presi-
dent of the Club, in a few well-
chosen words, wished Dr. Lal
"God-Speed" and all success in
the years to come. The Club, he
added, was very grateful for the
help the doctor had given them.

Dr. Lal, in reply, paid a tribute
to the behaviour of the Indian
community in Hong Kong. As re-
gards the Club, he said, he would
always look back with pleasure
upon the happy times he had en-
joyed there.

BASEBALL.

RESULTS OF LEAGUE MATCHES IN UNITED STATES.

New York, Yesterday.
Matches played in the National
Baseball League to-day resulted
as follows:—

Cincinnati beat New York 8-1.
Chicago beat Brooklyn 6-4.
Brooklyn beat Chicago 5-3.
Philadelphia beat St. Louis 10-5.
Boston beat Pittsburgh 4-3.
Pittsburgh beat Boston 9-5.

American League.

The results of the American
League games were:—
Philadelphia beat Chicago 14-7.
New York beat Philadelphia 2-1.
Detroit beat Boston 3-2.
Washington beat Cleveland 10-4.
Cleveland beat Washington 18-8.

\$28,250,000 A YEAR FOR GOLF.

What Britain Spends on Popular Game.

More than £28,250,000 is spent in
Britain every year on golf, which
is nearly five times as much as was
spent twenty years ago.

To-day, it is computed, 564,000
men and women are devotees of the
game, and their numbers are being
added to every week as new clubs
are formed and additional public
courses are opened.

Some indication of the boom is
provided by the fact that in the
past two years the list of clubs has
increased by two hundred.

Nearly 2,000 Clubs.

There are now in the United
Kingdom 1,956 private clubs owning
or renting course. In addition, it
is estimated, there are at least 300

Do not miss—

"SECOND SLIP'S"

exclusive

CRICKET ARTICLE

In

The China Mail
TO-MORROW.

other clubs, the members of which
play over public links.

City and borough councils are
now catering as extensively for
golfers as they have, in the past, for
tennis and bowls players, and many
new municipal courses have been
laid out during the last few years.

Newcomers to the game soon find
that they have to dip deep into their
pockets, even if they play only on
public links.

Those who join a private club
must be prepared to spend anything
from £50 to £100 a year, but for the
purpose of arriving at the figure of
£28,250,000 an average of £52 a year
has been struck.

\$500 a Year.

There are thousands who get
their games for half that amount,
but on the other hand there are
many whose golf costs them up-
wards of £500 a year. These are
the people who can afford to belong
to three or four clubs, and fre-
quently make long journeys to
fashionable courses.

The average business man's
golfing budget at the present time,
however, is generally in the vicin-
ity of £100.

Here is a present-day budget com-
pared with one of twenty years
ago:—

| | 1910 | 1930 |
|---|---------|----------|
| Club subscription | £2 12 6 | £10 10 0 |
| New clubs, other equipment and re- pairs | 2 0 0 | 5 5 0 |
| Golf balls (60 at average of 2s) | 6 0 0 | 6 0 0 |
| Lessons and games with the profes- sional | 2 0 0 | 5 0 0 |
| Caddies' fees and tips | 0 10 0 | 10 10 0 |
| Caddie master (vari- ous) | 0 10 0 | 5 0 0 |
| Competition fees | 0 10 0 | 4 4 0 |
| Railway fares | 6 18 0 | 8 10 0 |
| Luncheons (104) | 7 18 0 | 10 8 0 |
| Green fees at other clubs | 0 10 0 | 3 10 0 |
| Golfing suit | 3 3 0 | 10 10 0 |
| Golf shoes | 2 2 0 | 2 2 0 |
| Pullover | 1 1 0 | 1 1 0 |
| Leather jerkin | 3 3 0 | 3 3 0 |
| | £22 9 6 | £36 13 0 |

The people who have benefited
most from the present boom are the
golf ball and equipment manufac-
turers.

Presuming that every golfer buys
at least thirty new balls a year, the
annual consumption is 16,920,000,
which, at an average cost 2s. each,
means a revenue of £1,692,000.

Caddies' Revenue.

Caddies alone are estimated to
earn—or, at all events, receive—
£5,640,000.

Then consider the vast sum sunk
in land for the courses.

More than a quarter of a million
acres of Great Britain and Ireland
are "under golf," and if the cost
per acre is placed at as low a figure
as £30 the value is £7,500,000. Two
years ago the members of
the Tooting Bec Golf Club
had to provide £30,000
to save their course from
the builders. Another club, also
near London, had to find £21,000
for the same purpose.

British golfers may find consolation
in the fact that whereas the
average cost of a year's golf in
Britain can be put as low as £1
a week, in America, according to
the latest statistics, the annual cost
per golfer is £24 10s.

SWEDEN'S SPORTING KING.

Still Plays Tennis at Age of 72.

King Gustaf V. of Sweden cele-
brated recently his 72nd birthday
unbent by age or destiny, energetic,
forceful, experienced and still one
of the first sportsmen of his coun-
try.

This is his first birthday after
the loss of his consort, Queen Vic-
toria, who died in Rome on April 4.
Few sovereigns in post-War
Europe enjoy such popularity and
admiration as the Swedish monarch.
The loyalty of the Swedish nation
towards the Royal house has never
been seriously affected by the re-
volutionary storms which have
swept over so many great European
countries, and resulted in the over-
throw of powerful dynasties.

The Swedish nation is, in its bulk,
just as monarchical as it was before
the Great War, and although the
Socialist party is one of the strong-
est political groups in the country,
there is practically no republicanism
in conservative, yet democratic
Sweden.

"With The People."

It is, of course, not only due to
the Swedish national character but
just as well a result of the political
attitude of King Gustaf, if the
monarchical idea is so strong in pre-
sent-day Sweden.

When King Gustaf, upon the
death of his father King Oscar II.
ascended the throne on December 8,
1907, he chose as his motto the
words "With the people for the
country," and the democratic spirit
expressed in this slogan has often
been characteristic of the King's
views and actions, especially during
the later years of his government.

When indulging in his favourite
sport, lawn tennis, the King insists
upon being called "Mr. G." a pseu-
donym which is generally known
and under which the King has, in
past times as well as quite recently,
won a good many victories over
well-known sportsmen younger than
himself.

The tall figure of the King is wide-
ly known in Sweden, in Britain and
on the Riviera. Besides lawn ten-
nis, King Gustaf is interested in a
number of other sports, such as rid-
ing, yachting and hunting.



Back At Work.

After Fever, Influenza Or
Other Illness Take

Dr. Williams' Pink Pills.

They Quickly Build You Up.

People who have suffered from
an attack of influenza, malaria, or
other weakening disease, usually
need a tonic to build up the blood;
to revitalise the nerves, and to
repair the damage done to the
system. Such supporting treat-
ment assists nature, shortens con-
valescence, and often saves weeks
and months of lingering ill-health.
Read this American business
man's evidence of the great value
of Dr. Williams' Pink Pills, the
world's most famous Blood and
Nerve Tonic, under such circum-
stances:—

"Following an attack of grip
last fall," says Mr. Donald
Donovan, No. 1, Woodside Street,
Salem, Mass., "I was unable to
get regular sleep and my system
was about exhausted. My blood
was thin, I lost fifteen pounds in
weight, my appetite was poor, I
had no strength and I was sub-
ject to chills. My father-in-law
insisted on my trying Dr.
Williams' Pink Pills and after I
had used two bottles, I noticed im-
provement. I continued the treat-
ment and recovered appetite,
strength and weight. I am work-
ing every day now and can re-
commend Dr. Williams' Pink Pills
highly as a system building
tonic."

Dr. Williams' Pink Pills are
equally good for old and young.
They are a proved remedy for
anemic conditions, digestive
weakness, lost vitality, in both
sexes, also for those ailments only
women know. Your chemist sells
them, but be sure and see you get
the genuine; imitations and sub-

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Road. \$23.00

per ton.

Delivered to

Kowloon. \$19.00

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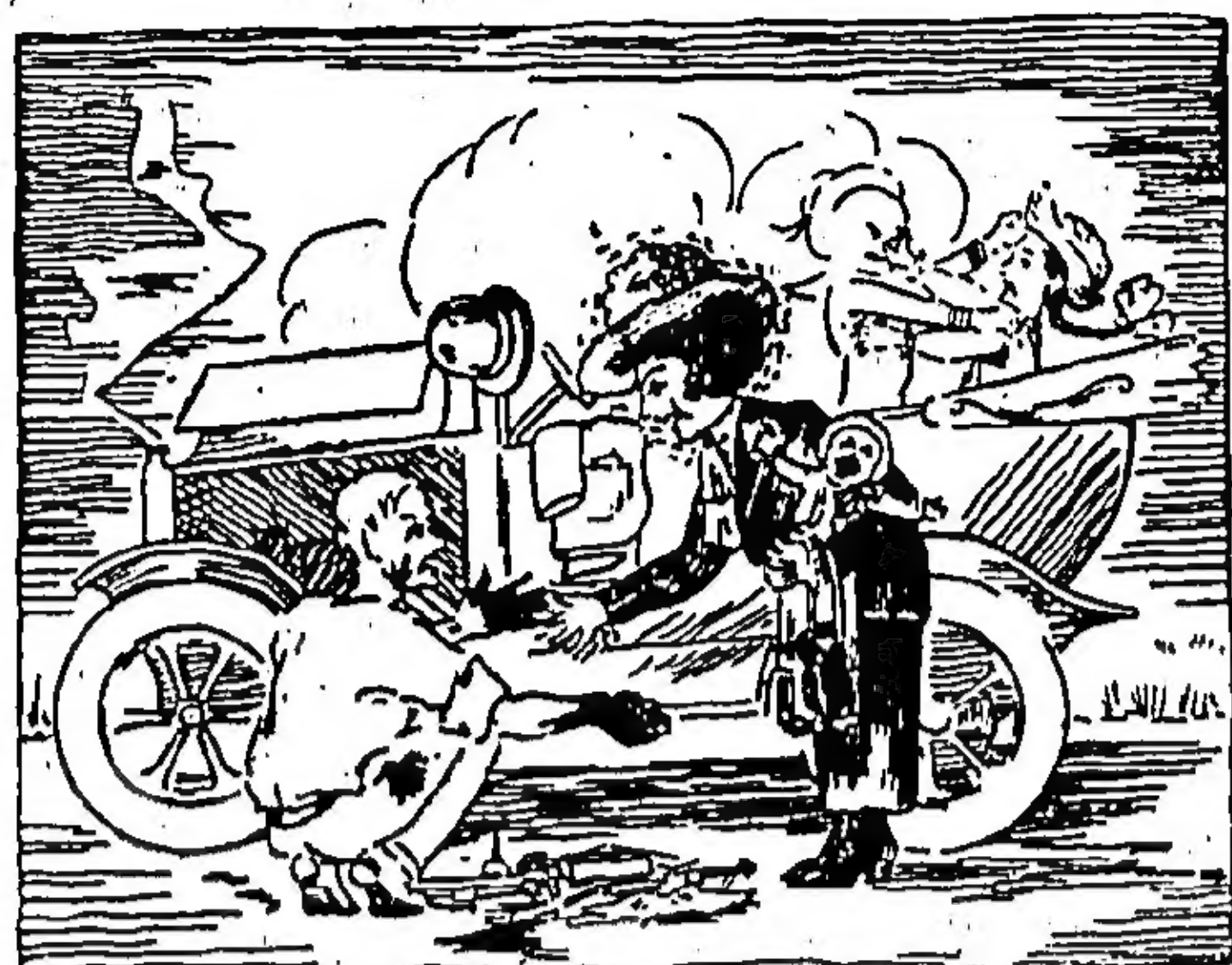
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MOTORISTS—THIS IS YOUR PAGE



Do you remember when your first automobile went wrong out on the road on Sunday afternoon—a \$10.00 touring bill and help sought at the wayside garage? Young "wiseheimer" took one look at it, said carburettor was "off," trifled with it awhile, and sent you limping on your way—charge \$5.00.

You ran a mile on two cylinders, when motor died again, this time, luckily for you, in front of another garage! The second "mechanic" in turn looked wise, told you the first one didn't know "beans," and that what was needed was a set of new piston-rings. But your pocketbook was too thin, and it was time, anyway, to get the baby home, so you limped out and finally got the old boat safely into Mike's or Andy's, a block from your house; a garage run by an old-time, honest, skilled, reliable repairman who had taken care of you rightly again and again.

What did Andy do? He said: "Hard to tell what's wrong! Leave her here over night, and in the morning I'll tear her down and see what's wrong! Come in at noon, Monday, and I'll tell you what's got to be done."

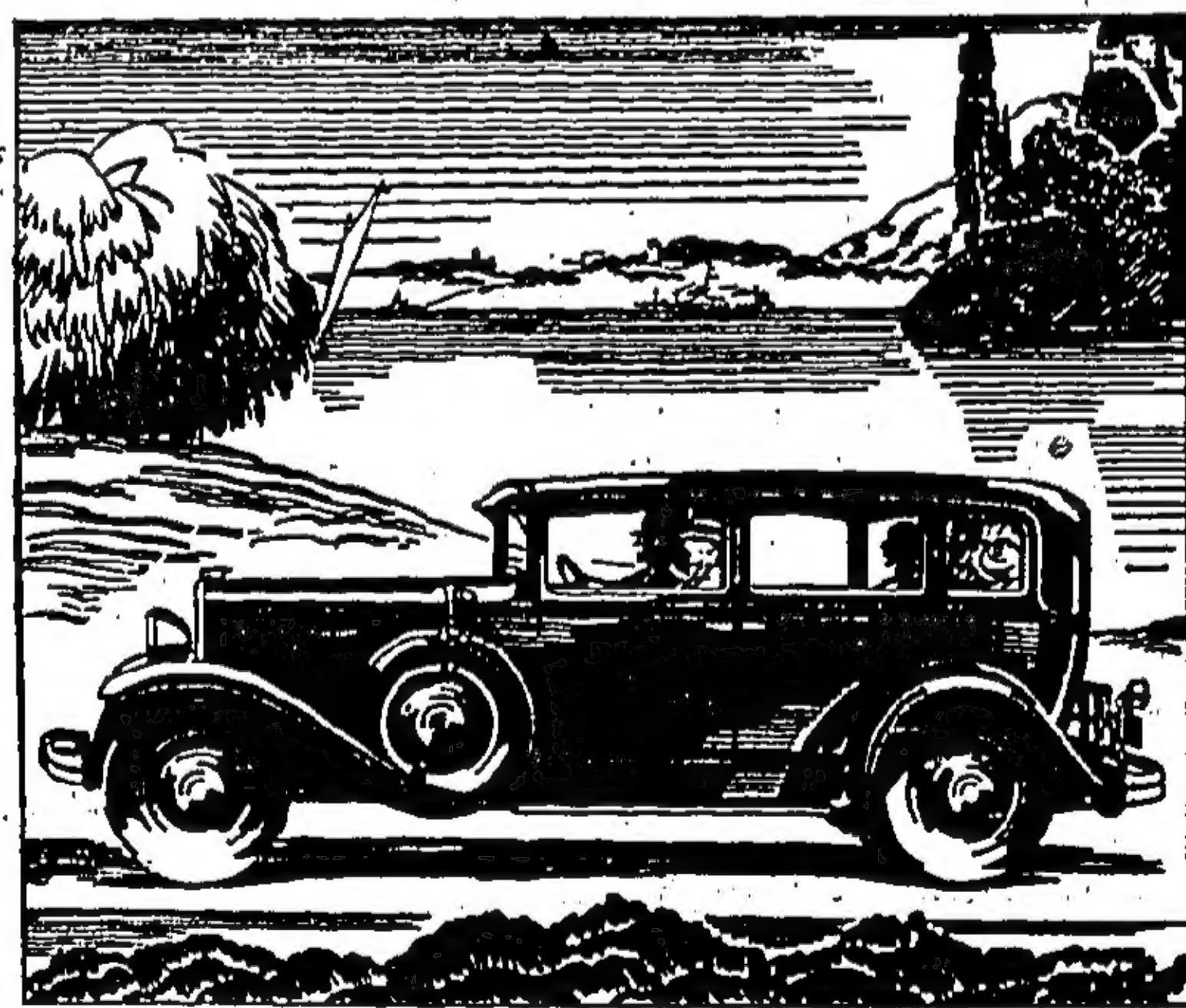
Monday noon you went in, expecting the sad news that nothing less than a complete overhaul would be the least of your needs. Andy met you at the door and told you the price of a refill with fresh Gargoyle Mobiloil would settle the bill—the old oil was filthy and had gummed the spark plugs.

Change your oil at fixed intervals. Oil is not indestructible. Continuous use eventually breaks it down—the poorer the quality the quicker it breaks down. Simply adding to broken down oil is a waste of money.

A new charge of the Correct Grade of Gargoyle Mobiloil will often work wonders.

Vacuum Oil Company

A PRIDE OF POSSESSION that grows and grows!



"70"
"77"

Your pride in owning a new Chrysler begins in the knowledge that you are driving a car that is matchless in every phase of performance.

Every drive reminds you how much Chrysler has done to make your motoring more enjoyable—your car more beautiful and more luxurious—more comfortable and more enduring—more convenient in operation and safer.

You find that the new Chrysler Multi-Range four-speed transmission and gear shift introduce an ease of car control never before thought possible.

When you step into a new Multi-Range Chrysler from any other motor car, you will never want to go back. For these latest Chryslers inspire a PRIDE ALL THEIR OWN, a pride of possession that GROWS AND GROWS.

MULTI-RANGE CHRYSLER

343

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EIGHT CYLINDERS.

Preference Increasing Rapidly.

Just as the four cylinder automobile made way years ago for the six in all but the lowest price field, so is the eight to-day rapidly developing leadership in medium to high price fields alike. And this progress of eight cylinder automobiles is soundly based upon mechanical superiority that is recognised by experts with a knowledge of the engineering facts, as well as the laymen who are not slow to appreciate the finer performance and the greater all round comfort provided by the more perfect machine.

Perhaps the most significant evidence of this development lies in the fact that over 70 per cent. of all American automobile manufacturers are now producing eight cylinder cars. 1926 saw the United States with but eighteen eight cylinder chassis models while there were sixty-six American chassis models of other types. This year no less than fifty-seven American chassis models are of eight cylinders while all other American chassis models total only forty-six.

The Marmon Motor Car Company took the most definite step in this direction, of all manufacturers, over four years ago when it re-organised its factory to devote its entire facilities exclusively to the manufacture of automobiles of eight cylinders in line. Since then this company has produced that type only and to-day offers a range of these models in no less than four distinct price fields. Their 1930 products are the Marmon Model R, Marmon 869, Marmon 879 and Marmon Big Eight.

The Marmon Motor Car Company has derived two great benefits from its long experience with the straight eight. Not only has this company been able to increase its knowledge of the straight eight from a technical standpoint, but they also have had ample opportunity to study Marmon cars in the hands of owners under actual operating conditions.

The results of this owner experience have served as an important basis for experimental work in their engineering departments. In this way they devoted intensive effort to the development and perfection of Marmon straight eights along practical as well as theoretical lines with the knowledge that the successful conclusion of their efforts would meet widespread acceptance on the part of motor car buyers everywhere. From this it will be seen that the great increase in number of Marmon owners throughout the world is far from being an unanticipated result.

TOUR DE FRANCE.

Interest attaches to the annual Tour de France from the motoring point of view, for, although the events is primarily an exceedingly arduous affair in which highly trained cyclists compete, cars also take part, the course of 8,600 miles being divided into nine stages. Over the whole distance a definite schedule has to be maintained, and, moreover, special tests are introduced involving hill-climbing, night work, brake tests and a speed test, including a run on the famous Le Mans circuit.

The beginnings of the idea, it is interesting to note, dates back much earlier than the introduction of the motor car, for at one time, when an apprentice had served his time, it was often the practice for him to make the definite tour of France as an education. Then there grew up a properly organised tour, for bicycles, and later still the car entered into the show and manufacturers took advantage of the event to display new models to the country at large.

This year's Tour de France was run in exceptionally bad weather, and only 62 of the 87 starters returned to Paris, the starting and finishing point. It is particularly praiseworthy that a Hudson-Essex team secured the premier award, the Ansaldo Cup, for the second year in straight eight Hudson roadsters, having secured the award, together with two gold medals. The team also gained the performance of any two cars of the same make, five other subsidiary Dunlop and Spide Cups for the best trophies also being carried off by Hudson and Essex machines. After the event, the triumphant Hudson is stated to have maintained 119 k.p.h. (approximately 74 m.p.h.) on the Vermont cycle track in France.

HIRE-PURCHASE.

Increasing Tendency of Business.

The proportion of hire-purchase transactions in the motor trade shows no signs of decreasing. Indeed, the tendency in many parts of Great Britain is for it to grow rather than diminish, and during recent months, when trade has been considerably less active, it has been remarked that some buyers who formerly refused to consider this particular method of acquiring a new car or a motor cycle have now waived their objections. Probably the lack of ready cash has something to do with this change of view, and it has also to be remembered that far greater facilities are now available for those who wish to buy on the instalment plan. So far as the public is concerned, the hire-purchase method is still confined largely to transactions involving new cars. Many motor agents, however, in an endeavour to clear their used car stocks, are not averse to "selling second-hand cars on 'time,'" and more recently attempts have been made to introduce the scheme for tyres, an extension of the principle which may be attended with a certain amount of additional risk owing to the fact that tyres generally wear out very much more rapidly than do cars. Apart from their dealings with the public, motor traders are themselves frequently interested in hire-purchase, for small garage proprietors find it convenient to acquire garage tools and plant in this way, and large numbers of them who run hiring businesses and bus services enter into instalment agreements when they "buy" their vehicles. For a considerable time attempts have been made to fix standard terms and a deposit which will apply to all transactions. Both the manufacturers and the agents have of late discussed this aspect of the subject, but they still appear to be as far as ever from arriving at a uniform policy. While it is agreed that a deposit of one-third of the purchase price is sound business, the number of firms adopting a "no deposit" policy is so large that agreement cannot meantime be achieved. Of late repossessions of cars where the hirers have failed to pay their periodic instalments have tended to increase, a development due, no doubt, to financial stringency and to the granting of too easy terms. On the whole, however, the motor trade experience of hire-purchase is by no means unfavourable.

ALL-MOTOR CITY.

Where Pedestrians Are Not Run Over.

The enormous volume of present-day street traffic arising from highly-developed motor transportation and the many hazards to pedestrians resulting therefrom, are reflected in American city planning and housebuilding. There is being built in the State of New Jersey, for instance, a new town, Radburn, which is called the "City of the Motor Age," and is being built on an unusual plan, as a solution to the pressing traffic and safety problems of the modern age.

The Radburn plan provides for separate footpaths for pedestrians, distinct from the roadways on which automobiles travel. Large parks, where youngsters and grown-ups can walk and play in safety, occupy the centre of each super block. Children can go to school or into the park without crossing a street used for vehicular traffic.

Each Radburn house has two means of access, a motor entrance and a garden entrance. Friends arriving by car, as well as the grocer, the milkman, the coalman, who all drive, go to the motor entrance by way of short closed-end streets, round which the houses are grouped. An entrance on the other side of the house opens on the garden, at the end of which is a path for those coming on foot. This path forms part of the park system, while the short closed-end streets lead to broad traffic avenues. A number of these closed streets, with the houses, which are grouped round them, form a block many times the size of the ordinary city block, with traffic avenues at its boundaries and a long park strip in the centre.

In blocks now being built the parks are joined by a subway, where they are crossed by a traffic street.

MOTOR LAW.

Effect on Taxis in Bangkok.

Bangkok, June 7. The new Motor Vehicles Law, which has just been brought into force, is going to exercise a sound influence upon the traffic conditions of Bangkok. To understand this it is necessary to turn back a few years before what are now known as taxis took to the road. If you look over the Bangkok streets very few gharries will be seen. A few ponies remain but they are mostly harnessed to what best can be referred to as a light lorry. But four years ago ponies and gharries were encountered everywhere. For those who were not blessed with a car, and who desired something more than the short distance runs of the rikshas, the gharry provided a cheap and convenient means of transport.

For the round sum of Tcs. 2 a fare could use a gharry for several hours on end, it being tacitly understood, of course, that there would be periods of rest for the pony, and that the fee did not entitle one to several hours of continuous progression. At that time it was possible to hire a car, but this had to be obtained from a garage at a fixed rate usually Tcs. 2 per hour. I believe I am not far out in claiming that this was one of the cheapest rates in the Far East at the time.

The Taxi Era.

Then came what might be termed the taxi era. When and why it came it is difficult to state with any confidence. I do not think that the taxi was introduced to meet an already existing demand. It is more correct to say that the taxi created the demand on which it has existed during the last three years or so. Probably one of the garage owners who had absorbed up-to-date economic principles, reached the conviction that a larger employment of his cars, in which presumably he had sunk a certain amount of capital, would be financially advantageous. And so it may be that instead of waiting for customers, he set out to find them.

In its early stages there is no question but that the taxi business paid. But so soon as this was perceived it developed with amazing rapidity. Just about this time one of the importing firms had a number of cars that seemed to be suitable, and when they were prepared to do business on the credit system, large numbers of the cars were put on the streets. The competition ensured that the public benefited. Fares were maintained on a low scale, but it was clear that all the owners were not born financiers, and within the year trouble arose. In a word, generally speaking, the taxi business did not pay those engaged in it, and it is doubtful if it even paid the firm which was the means of putting a large number of cars on the streets.

Now we come to the new Motor Vehicles Law, which is likely to put a large number of them off the streets. Many of the taxi owners have been making just a hand to mouth existence, with absolutely no margin for extra expenditure. Under the new law, however, the registration fees show a considerable increase, in some cases of from 300 to 400 per cent. I need not go into the details of the new system of taxation; but under it taxis will have to pay a fee greatly in excess of that demanded under the old system, and this, I am certain, many owners of dilapidated cars will be unable to pay. Within the next month or two—the year begins on April 1, but as the law has been brought in rather late, we are all to be given a free run for the first quarter—many taxis will be taken off the streets. That will go some way to solve the existing traffic problem, which is largely due to the excess of taxis running around, but it also will have the effect of increasing the fares.

To many people that will not matter much, but there is a large section of the poorer classes within whose reach the low rates have placed the taxis, and who have developed a taste for the faster form of travel, that is for the car as against the riksha. There is no indication that the Government intends at this juncture to frame a tariff, and rates will be left very much to the taxi people.

If the latter have to meet increased expenditure, and if the standard of cars is to be on a high

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Tel. 24821.

THAT MANUFACTURER'S HANDBOOK.

Too often, unfortunately, a motorist looks askance at the instructions concerning maintenance which are contained in the manufacturer's handbook. "Grease these parts daily," says the book, "these parts every week; check the level of oil in the gear-box and back axle every 1,000 miles." Etcetera.

Too often, also, these instructions are disregarded. At first perhaps, the motorist executes them with meticulous care. Then the novelty fades; greasing is cut down to an irregular fortnightly operation; and the car goes on running just as well.

Yet all the time the owner is starting up trouble for himself. Squeaks and rattles appear in due course, and this or that minor repair has to be effected at a garage. Eventually there is a heavy overhaul.

An example of what regular light maintenance will do came before the notice of the Singer Company recently. Over three years ago, a Coventry resident bought a Singer car, and since then he has covered over 25,000 miles. The engine has never been dismantled—except for decarbonisation—and at the end of three years' running he took it into the works, merely as a precautionary measure. The makers found that all the repairs necessary consisted of four new scraper rings and a few minor adjustments.

None of the original tyres was replaced until 20,000 miles had been covered and two are still in use, with several months' wear left in them. In appearance, if not "indistinguishable from new," the car certainly would not be estimated at more than 12 months' old.

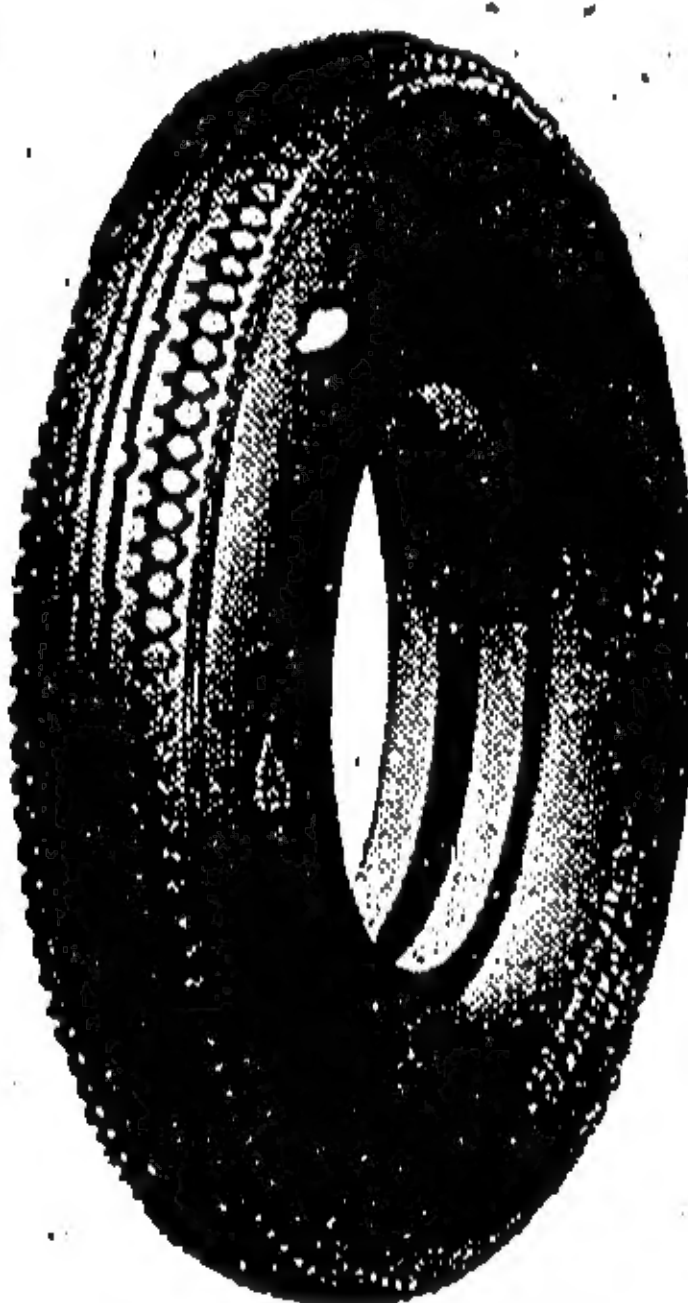
It must be pointed out that this motorist is no mechanical genius. He has done nothing to his car which could not be done by the farthest novice, for the only attention he has given it is that prescribed in the manufacturer's handbook. Twenty-five thousand miles without trouble of any sort—and then only minor adjustments! The moral is obvious.—Overseas Bulletin.

er level, generally through the worst of them being forced off the streets, it seems inevitable that travelling will be more costly.—Straits Times.

WHEN IT'S TIME TO RETIRE



BE SURE TO REMEMBER THAT FISK



ALL CORD
TYRES
ENSURE
SPEED
MILEAGE
AND
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SOUTH AFRICA.

Exacting Test of a British Small Car.

Many motorists in our Dominions harbour the impression that the British light car, whilst suitable enough for town work, is no use for their country roads. This was a complaint put recently to the South African agents for Singer cars, who promptly denied it and promised to prove their opinions, says the Overseas Bulletin.

In order to do this, they at once organised a tour by a Singer Junior round the Union of South Africa. A Pressman went as a passenger and it was arranged that the official seal of the Mayor should be obtained at each town or city on the route.

An enthusiastic crowd bid good-bye to the pair at Durban and tied dozens of toy dogs, lions, etc., on to the car as mascots. Then began a run of nearly 3,000 miles, for the most part over roads which would deter the ordinary British motorist. Certain stretches, of course, were good, and the 36 miles from Johannesburg to Pretoria was covered in 43 minutes, the haste being due to the driver's desire to reach Pretoria before the Mayor (and his seal) ceased work for the day.

In other places, however, the conditions were appalling.

The first river encountered nearly submerged the little car, but it got through, for lengths of rubber hoses leading high into the air, had been attached to the exhaust pipe and to the air intake. The second river had eight cars abandoned on its banks; some of them had been there for four days! In addition to fixing the hose-pipes, however, the driver and passenger of the Singer wrapped up the sparking-plugs and magneto with rags saturated in grease. As the car reached the centre of the stream all that could be seen by the passenger (who presumably used a foot-bridge) was the driver's head and shoulders and the top of the windscreen. Nevertheless the crossing was made under power and without mishap.

So at last the pair reached Durban. The only trouble experienced in the whole run was a broken spring—due to an execrable patch of road being struck when the car was travelling at 50 m.p.h. In spite of the day's delay which this entailed—for a new spring had to be made—and many other delays caused by the difficulty of finding the various Mayors and obtaining the seals and signatures, the 3,000 miles was covered in 14½ days; and this over some of the worst roads in the Union.

South African motorists, no doubt, have revised their opinions of the suitability of British small cars for their country roads!

ADVANTAGES OF THE SLIDING ROOF.

Fully to appreciate the advantages of a sliding roof it is necessary to use a car so fitted in all conditions of weather. There is no doubt that one of the greatest benefits is the ability to enjoy the pleasure of sun and sky and yet, at a moment's notice, to be able to close the roof against a sudden storm and continue the journey in comfort without even stopping the car.

The Stanlite Sliding Roof as fitted to all Standard cars, also provides an almost ideal method of ventilation, for when opened only a few inches it gives perfect ventilation without draught. Another great advantage obtained by this type of roof is the extended vision obtained of high surrounding scenery, such as when driving through mountain passes or by picturesque high buildings. Further, the driver or passenger can stand up in the car in order to admire the scenery through the sliding roof.

500-MILE CAR RACE.

At Indianapolis on May 30 thirty-eight cars, including 4, 6, 8, and 16-cylinder models, both stock and special design, started in the Memorial Day 500 miles speed race. All the cars carried mechanics, and for the first time since 1922 two-man crews were used.

Billy Arnold (Chicago), driving a Miller-Hart front-drive, won the race by ten miles in 4hr 45min. 39sec., his average speed being 100.446 miles an hour.

William Cantlon was second, Louis F. Schneider third, and Louise Meyer fourth. The winner receives \$3,000, and a further \$15,000 will go to the runners-up.

The race was marred by a tragedy. Paul Marshall, who was acting as mechanic to his brother, C. Marshall, was thrown out when their car jumped a wall at the end of the course, and died later in hospital. C. Marshall fractured his skull and is in a critical condition.

PRICE PROBLEM.

British Cars Tour New Zealand.

The City Council of Wanganui, New Zealand, whose fleet of motor vehicles is to be renewed, has decided to buy British cars and trucks exclusively.

Wellington, N.Z. A serious attempt is being made to obtain for British motor-car and lorries a greater share of the trade in New Zealand, and for ten days a procession of such vehicles has toured the southern part of North Island.

The procession has aroused great interest. It has visited 36 towns and many small villages. For many years the American invasion of cars into British Dominions has been only feebly challenged, but now the British manufacturers are waking up to the possibilities of overseas trade and the first sign of this awakening was heartily welcomed in New Zealand.

Town after town, village after village, through the dairy country of the Manawatu, in rich Taranaki with its car for every five persons, in the sheep-raising lands of Hawkes Bay and the Wairarapa, and through the fruit orchards, the people cheered the British cars.

First United Effort. Nearly 40 British cars and trucks representing over a dozen makes took part in the run, which was the first united effort on the part of British manufacturers to show New Zealand that Britain goes build cars.

Only one or two makes of British cars are well known in the country districts, but when the others have established agencies and service organisations they will be able to do business. The people want them, the farmers must have them, and it is for the manufacturers to follow up the good impression which has been made.

Hitherto New Zealand has been selling her produce to Britain, and sending the money to America for cars and what not. Now that Britain finds greater difficulty in paying the prices for butter, cheese, wool, or meat, the New Zealanders are regretting that he has sent his money to a place whence it will never return.

The test will come when the farmer wants his next car. He must pay anything from £100 to £200 more for a British car than for a larger and higher-powered foreign one, and the American dealers will allow him a higher price for his old one.

The cheapest British six is £485 with only 16 h.p., but a dozen big American sixes are here, backed by elaborate organisations and at prices between £240 and £450, most of them below £400. With lower wool and butter returns, can the farmer pay so much more for a smaller British car?

He wants to buy British: the enthusiastic reception he gave the British car procession proved that, to say nothing of the increasing sales of British cars, but it is straining both his pocket and his patriotism to ask him to pay £200 more for a small British car than the buyer pays in Britain.

DESERT LOVE.

The Oldsmobile Kalahari Mail.

On the Eastern fringe of the Kalahari desert lives a young man, engaged to a lady who resides about twenty miles from the last outpost of civilisation on the western side. Their courtship is carried on by correspondence. The solitude of the Kalahari no doubt inspires some wonderful epistles which their descendants will cherish as a love story of the desert. As the crow flies they are separated by a distance of about 460 miles, yet each message posted takes a month to reach its destination.

When it was known that the Oldsmobile expedition would pass through Gobabis to Ghanzi, thence straight across the Kalahari to Molepolole, many requests were made by residents on the western side for letters to be carried across the desert.

It was therefore decided to carry a special Oldsmobile Kalahari Mail.

When the expedition arrived at Gobabis, the last rail head on that side of the Kalahari, the mail train had just arrived and the mail bag was handed over officially for delivery to the postmaster at Ghanzi.

"This particular mail will be nearly a month ahead of its time," remarked Mr. Scott the postmaster at Gobabis as he put the official seal on the bag. He explained that the usual procedure was for a native postman, preceded by a donkey carrying the mail and supplies for the food, to cross from Gobabis to Ghanzi and back each month. The trip each way takes two weeks and the population of Ghanzi were agreeably surprised when the Oldsmobile delivered the mail in 24 hours.

SERVICE HINTS.

Some Useful Hints to Remember.

The following helpful hints for the motorist who wants to get the most service and enjoyment out of his car are issued by General Motors.

A storage battery should be examined every week and be kept filled with distilled water to a level of 3/8" above the tops of the plates.

A small bare spot or scratch on a fender, where the paint has been scratched off, should be touched up without delay. Rust quickly affects the metal and will spread over the entire surface, loosening the paint.

There are two common reasons why an engine will not start: 1 Gasoline is not reaching the carburettor; 2 Ignition is faulty. In other words a motorist should check his gasoline supply and leads and then his ignition wiring, in case a car unaccountably stalls, before searching for deeper troubles.

Automobile owners should have their engine cooling drained and thoroughly flushed every six months.

Two sure ways to injure any automobile engine are to race the motor when the car is standing and to drive at high speeds before the engine has been warmed up to an efficient temperature.

The best way to clean a spark plug is to use a cloth moistened with gasoline. The points should be scraped but not the porcelain, as this may cause a short circuit. The proper width of spark plug gaps is .025 of an inch. Consult the instruction book for your particular car to get the exact gap.

When lights will not burn, look for a blown fuse, discharged battery or faulty switch. Dim lights are due to a weak battery, short circuit, poorly connected wire, or dirty or faulty switch. A short circuit is often found at the ends of wires or at the terminals.

When a car has been standing idle for several days oil will be completely drained off the cylinder walls. Be sure to warm up the cold engine carefully.

Before attempting to do any retouching of rust spots on the car, make certain that all rust has been removed. Otherwise the paint will soon crack and chip off.

Always check the oil supply daily before taking your car out of the garage. Only when the crankcase is full is there assurance of the safety of adequate lubrication.

The surface of large, fancy hub caps on the late model cars can be protected when removing the wheel if a large piece of soft cloth is placed under the wrench.

The finish of the radiator core which has become streaked with chemicals can be renewed with a solution of ordinary lampblack and turpentine (one pint of turpentine to two quarts of lampblack). Do not use other solutions or paint because they will reduce the cooling efficiency of the radiator.

It is a good plan to have wheel bearings checked occasionally, to assure proper lubrication. Avoid over-lubrication which may cause grease to lead on the brakes and result in their improper operation.

Rough roads are hard on under-inflated tyres. The roughness of the highway causes the tyres to flex constantly, with the result that the excessive heat does considerable damage to sidewalls.

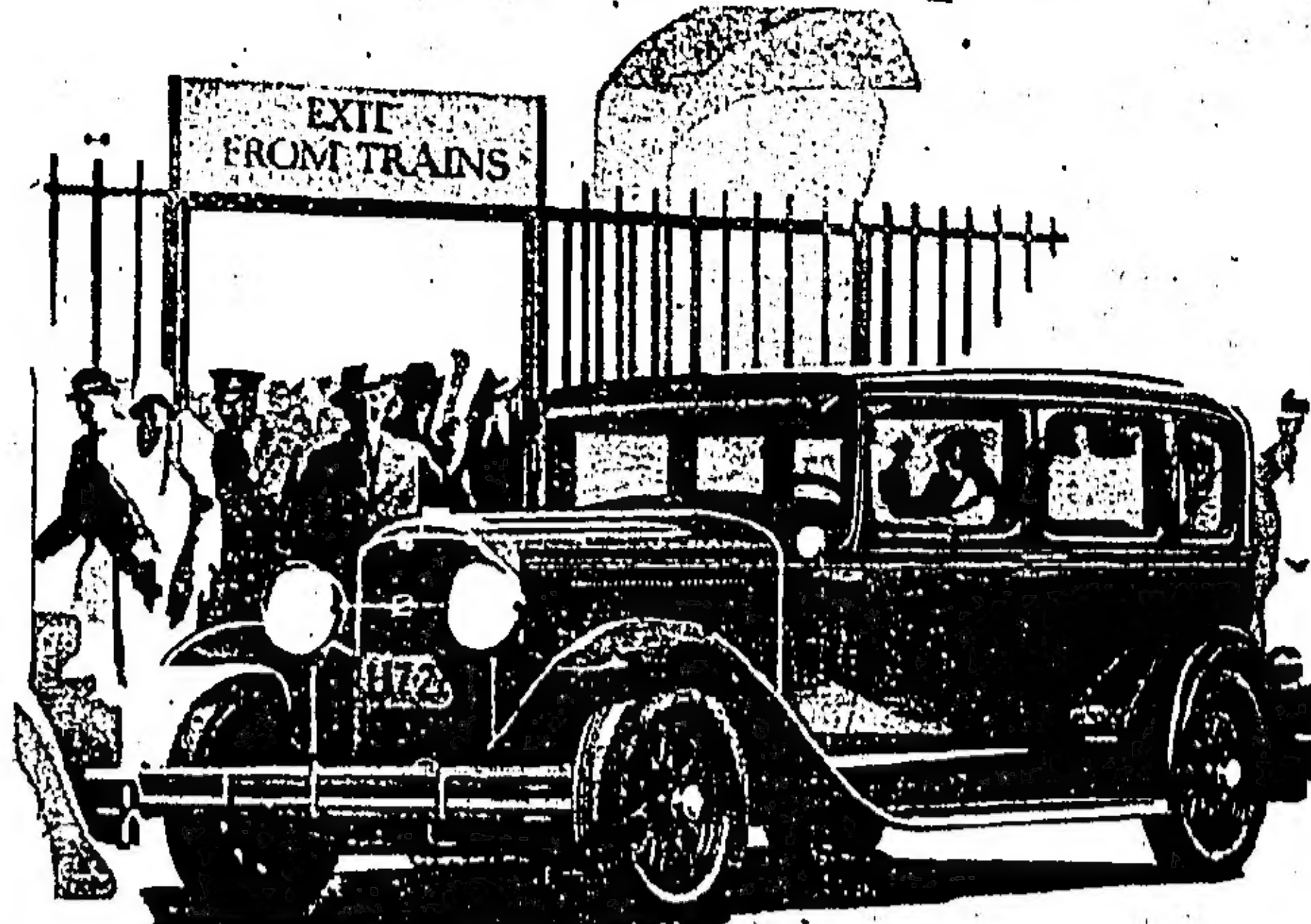
Better operating efficiency is had from the car if the carburettor is cleaned out occasionally.

ELECTRO-PLATING WHILE YOU WAIT.

By means of the Portable Electro-plater the bright fittings on a car can be plated without removing them, the process being similar to that which takes place when metal is plated in the usual way by immersion in an electro-chemical bath, except that the "bath" is brought to the metal to be treated by the continuous flow of the solution through an absorbent spray pad. The outfit consists of a polished oak case containing a tin of polish for thoroughly cleaning the metal before plating, spray pads for applying the solution to the article, a jar of copper solution, a jar of nickel solution, an electric battery, and a flexible connection to the spray pads. The price of the outfit, which is sold by Portable Electroplater Ltd., 169, Hampstead Road, N.W.1, is £6-15s.

The pads are used by soaking them in the solution supplied and a supply of the solution is drawn up into the rubber bulb connected to each pad. The flexible leads are then connected so that when the pad is applied to the metal the circuit is completed. The pad is then slowly passed backwards and forwards over the surface to be treated, and the necessary solution can be discharged slowly to the pad by compressing the bulb.

QUALITY so fine that half the world doesn't realize that Buick is priced so low!



It is an impressive fact that men and women are buying from two to five times as many new Buicks as any other car priced above \$1200.

Moreover, during August and September, Buick monopolized its market to such a degree that it won 41% of the total sales of the 15 makes of cars in its price class. And yet this marked preference for Buick would be still greater if all motorists realized that they can buy six of the fourteen luxurious Buick body types for less than \$1300, f.o.b. factory.

These Buicks through and through, embodying the full array of Buick quality features: Buick's new and surpassingly beautiful Bodies by Fisher; the famous Buick Valve-in-Head engine—most powerful engine of its size in the world; Buick's new Controlled Servo Enclosed Mechanical Brakes; the new Buick steering gear; new Road Shock Eliminator; and Buick's new, longer rear springs with Lovejoy Duo-draulic Shock Absorbers.

The new Buick, with these features, will introduce you to new and unequalled performance, driving ease, riding comfort and reliability on any day you put it to the test. And yet these six Buick models are offered at the price of cars which motorists never think of comparing with Buick!

Visit our showroom. Bring your present car. Learn how easily you can obtain one of these new Buicks. All are available on the extremely liberal General Motors time payment plan.

In addition to these lower priced models, Buick offers eight other distinguished body types, representing the ultimate in luxury, and priced from \$1465 to \$1995, f.o.b. factory.

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Builders of Buick and Marquette Motor Cars

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114" Wheelbase Marquette Models G.\$1,460 to G.\$1,580
118" Wheelbase Buick Models G.\$1,775 to G.\$1,910
124" Wheelbase Buick Models G.\$2,125 to G.\$2,165
132" Wheelbase Buick Models G.\$2,115 to G.\$2,725

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WHEN BETTER AUTOMOBILES ARE BUILT...BUICK WILL BUILD THEM.

MOTOR 'BUS LAW.

Commission to Check Operators.

A campaign throughout the Philippines archipelago for the rigid enforcement of public utility regulations will shortly be started by the public service commission.

More than 800 truck operators and bus transportation companies are facing complaints for violations of the public utility regulations. At least 120 of the complaints filed with the public service commission came from the Pampanga Bus Company. The other complainants are the Manila Railroad Company, the Batangas Transportation Company, and the Rural Transit Company.

The public service commission will start the campaign in Luzon, particularly in the northern and central provinces. Public service inspectors in the fields have been given instructions from the central office regarding the order of the commission.

The public service commission may cancel the licences of the public utility operators who are being denounced before the commission for alleged violations of the regulations.—Manila Bulletin.

THE LIGHT CAR OVERSEAS.

The suitability of the modern and highly efficient British light car for overseas has been proved beyond question so frequently of recent years that it is surprising to find there are still some motorists who refuse to be fully convinced of this fact until they have received ocular proof of it themselves. Nowadays, whenever doubts are expressed concerning the capabilities of any particular car to contend with difficult conditions there is seldom any lack of confident motorists to take up the challenge and prove to the doubter how erroneous were his ideas. An instance of this has recently been furnished from South Africa in which the agents for one of the cars demonstrated its suitability for that country by undertaking a four round the Union of South Africa. It was arranged that the official seal of the Mayor should be obtained at such town or city on the route, and a Pressman went as passenger. The journey of nearly 5,000 miles began at Durban; and although certain stretches of road were good, such as the 86 miles from Johannesburg to Pretoria, which was covered in 43 minutes, others were in an appalling condition. For in wet weather the flood rivers which cross the roads in some districts usually cause a complete suspension of motor traffic.

BUYERS' GUIDE

MOTOR CARS.

ARMSTRONG SIDDELEY.—Hongkong Hotel Garage, Queen's Road. Tel. 24769.
BUICK.—The Dragon Motor Car Co., Ltd., 33 Wong Nei Chung Road, Happy Valley. Tel. 30228.
CADILLAC.—Hongkong Hotel Garage, Queen's Road. Tel. 24769.
CHEVROLET.—Hongkong Hotel Garage, Queen's Road. Tel. 24769.
MORRIS.—Hongkong Hotel Garage, Queen's Road. Tel. 24769.
OAKLAND.—Lane, Crawford, Ltd.
OLDSMOBILE.—The Dragon Motor Car Co., Ltd., 33 Wong Nei Chung Road, Happy Valley. Tel. 30228.
PONTIAC.—Lane, Crawford, Ltd.
ROLLS-ROYCE.—Hongkong Hotel Garage, Queen's Road. Tel. 24769.
STUDEBAKER.—Hongkong Hotel Garage, Queen's Road. Tel. 24769.
VAUXHALL.—Lane, Crawford, Ltd.
WILLIS-KNIGHT & WHIPPET MOTOR CARS.—Gillman & Co., Ltd., 4a, Des Voeux Rd. C. Tel. 28011.

OUTBOARD MOTORS.—Rudolf Wolff & Kew, 54 Queen's Road C. Tel. 22173.

MOTOR TRUCKS AND TRACTORS.

CHEVROLET.—Hongkong Hotel Garage, Queen's Road. Tel. 24769.
G.M.C.—The Dragon Motor Car Co., Ltd., 33 Wong Nei Chung Road, Happy Valley. Tel. 30228.
DODGE.—South China Motor Car Co., 33, Des Voeux Road. C. Tel. 25644.
MORRIS.—Hongkong Hotel Garage, Queen's Road. Tel. 24769.
STUDEBAKER.—Hongkong Hotel Garage, Queen's Road. Tel. 24769.
WILLIS-KNIGHT & WHIPPET TRUCKS.—Gillman & Co., Ltd., 4a, Des Voeux Road C. Tel. 28011.

MOTOR CYCLES.

B.S.A.—The Sincere Co., Ltd., Des Voeux Road. Tel. 27787.

TYRES AND ACCESSORIES.

ACCESSORIES.—Hongkong Hotel, Garage, Queen's Road. Tel. 24769.
ACCESSORIES.—The Duro Motor Co., Nathan Road, Kowloon. Tel. 56226.
FISK TYRES.—Gillman & Co., Ltd., 4a, Des Voeux Rd. C. Tel. 28011.
FREESTONE BATTERIES.—Hongkong Hotel Garage, Queen's Road. Tel. 24769.
WILLARD BATTERIES.—Gillman & Co., Ltd., 4a, Des Voeux Rd. C. Tel. 28011.

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China Mail

Thursday, July 17, 1930.
Sixth Moon, 22nd Day.

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NEW CHIEF JUSTICE.

TRINIDAD JUDGE TO GO TO
CEYLON.

SIR S. FISHER RETIRES.

Rugby, Yesterday.
H.M. the King has approved appointment of Sir Philip Macdonell, Chief Justice of Trinidad, as Chief Justice of the Supreme Court of Ceylon in succession to Sir Stanley Fisher, on the latter's retirement.—British Wireless Service.

[Sir Philip Macdonell, was born in 1873, and received a Knighthood in 1925. Educated at Clifton College and Brasenose (Oxford), where he was President of the Union, he took silk in 1900, and was special War Correspondent for the Times during the South African campaign. In 1907 he was appointed Assistant Crown Prosecutor at Witwatersrand High Court, Transvaal, and from 1908-13 Legal Adviser and public Prosecutor in Northern Rhodesia. He was appointed Judge in the High Court of Rhodesia in 1918.

Sir Stanley Fisher, whom he succeeds, is 63 years of age and was also educated at Brasenose College, Oxford, going up from Westminster School. He was called to the Bar in 1890 and became President of the District Court of Kyrenia, Cyprus, in 1902, later being appointed as Puisne Judge and Chief Justice of the Supreme Court, Cyprus. In 1924 he was temporarily employed under the Foreign Office in Cairo, and later was appointed Chief Justice of Trinidad and Tobago and President of the West Indian Court of Appeal.]

"The fish was so big," declared the club bore, "that I dare not haul it in for fear it should swamp the boat."

"The same thing once happened to me on the Mauritania," remarked a voice from an armchair.

WEST INDIES.

TO HAVE TRADE COMMISSIONER
IN LONDON.

GOVERNORS' REPLIES.

Rugby, Yesterday.
Questioned as to what progress has been made with the proposal for the establishment of the Trade Commissioner in London for the British Colonies in the Caribbean, Dr. Drummond Shields, Under-Secretary for the Colonies, said that Lord Passfield had received favourable replies from the Governors of the Bahamas, Leeward Islands, Bermuda, Trinidad and the Windward Islands. He was still in correspondence with the Governments of Jamaica, Barbados, and British Guiana, as their attitude was not yet finally decided.—British Wireless Service.

COLONIAL SERVICE.

RESULTS OF THE LONDON
CONFERENCE.

COMMITTEES APPOINTED.

London, Yesterday.
Lord Passfield in a speech at the Corona Club dinner, attended by all members of the Colonial-Conference stated that he had taken immediate steps to establish a committee to carry out the Conference's proposals for the unification of the Colonial Service.

There would be a central committee to consider the principles, with sub-committees to frame a scheme for branches of the service, and a central committee presided over by Lord Passfield, to consist of Sir Warren Fisher, Sir Samuel Wilson, and Sir Thomas Tomlinson. He proposed to go to Sir Ransford Slater, Sir William Gowers, and Mr. George Hemmant, C.M.G. (a Malayan Civil Servant).—Reuter.

DOUBTFUL ASSETS.

DEBTOR'S TANGLED
AFFAIRS.

MANY LIABILITIES.

A petition was made against Yue Wo-hing, a building contractor, in the Bankruptcy Court this morning, the petitioning creditors being the Castle Peak Ceramic Co., Ltd., who were represented by Mr. F. X. d'Almada, sen. Mr. E. S. C. Brooks and Mr. F. H. Loseby explained that they were watching briefs on behalf of other creditors.

The Managing Director of the petitioning company was closely examined by the Official Receiver as to his estimate of debtor's assets and liabilities. He admitted that his figure for liabilities (about \$30,000) might not be absolutely correct. It was possible, indeed, he admitted, that an estimate of \$45,000 made by a creditor on a previous unsuccessful petition might be the right one.

After further questions as to figures, and the position of certain judgment creditors, the Official Receiver intimated that he doubted whether a payment of 10 per cent. could be realised on the figures before them, as there was some doubt as to the actual value of the assets.

After some discussion, His Lordship (Mr. Justice J. R. Wood) decided to grant a Receiving Order with liberty to apply to rescind in the event of the assets not reaching 10 per cent.

PALESTINE'S NEW SECRETARY.

Rugby, Yesterday.
The Colonial Office has announced that Mr. Mark Young, Colonial Secretary for Sierra Leone, has been appointed Chief Secretary to the Government for Palestine.—British Wireless Service.

AMUSEMENTS

In ALL TALKING MOVIE TONE

SEVEN FACES

PAUL MUNI
MARGUERITE CHURCHILL
LESTER IONERGAN

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Nippon Girls drill "Western Style." Radio's youngest stars broadcasting.

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At 2.30, 5.10, 7.15 & 9.20.



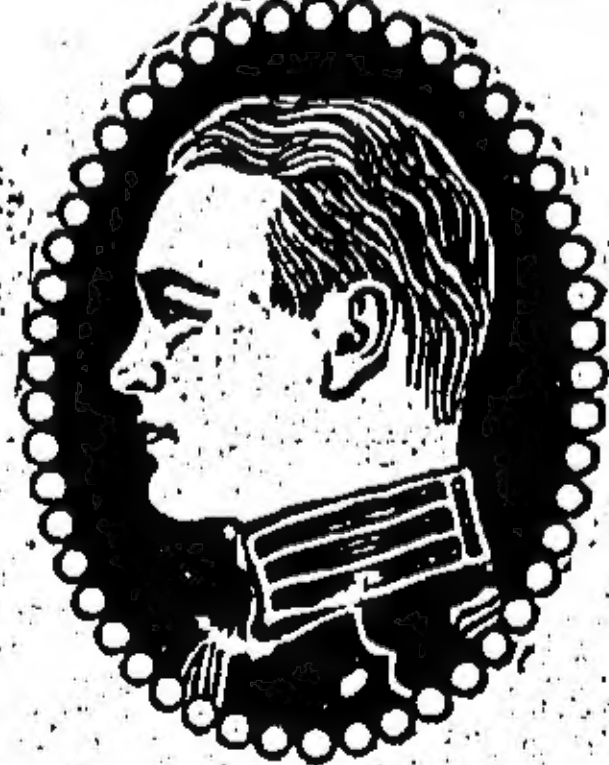
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"THE JAZZ SINGER"
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Greatest on the Stage — Now Greatest on the Screen!

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"Lady of the Pavements"

WILLIAM BOYD
JETTA GOUDAL
LUPE VELEZ



AT THE **WORLD** TO-DAY TO SATURDAY
At 2.30 & 7.15 Interpreter
At 5.15 & 9.20 Orchestra

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NORMA SHEARER

IN

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AN ALL-TALKING ROMANCE.

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At 2.15, 5.10, 7.15 and 9.20 p.m.

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"THE STUDIO MURDER MYSTERY"

featuring

NEIL HAMILTON, DORIS HILL
& FREDERIC MARCH.

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"HIS WIFE'S BIRTHDAY."

2-reel sound comedy

"HOT LEMONADE"

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Paramount's greatest outdoor talking picture ever made

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